THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

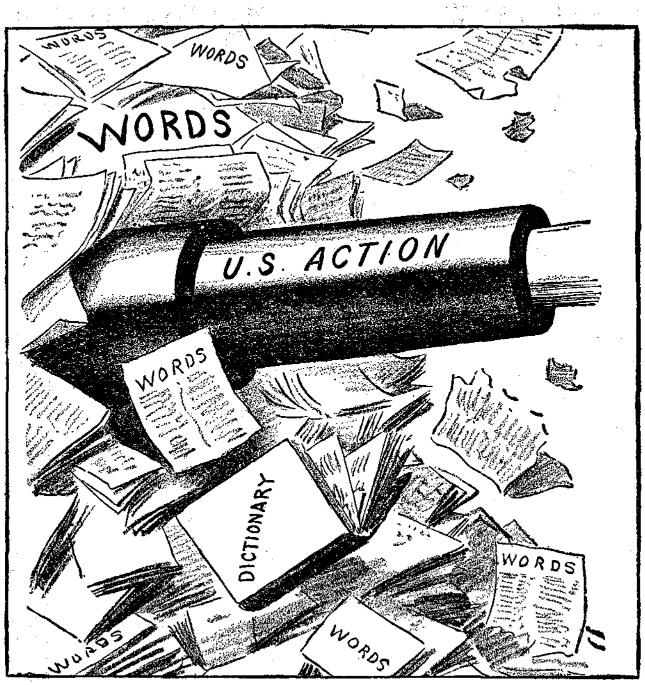
Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LVII, No. 5 New York, May 4, 1918 Whole Number 1463

TOPICS - OF - THE - DAY

THE AMERICAN VICTORY AT SEICHEPREY

"TO TEACH THE AMERICANS A LESSON" was one purpose of the German attack northwest of Toul, on April 20, so German prisoners say, but the only lesson connected with the engagement, as far as our observant editors can see, is that the Yankees can meet about three times their number of German "shock troops" and send them back to their trenches pretty heavily depleted. The German blow was delivered against the junction of the French and American lines by special Saxon "storm troops"—the only first-class German units, according to a French authority, east of the Picardy battle-field. Outnumbered enormously, their lines swept by a hurricane of poison-gas and high-explosive shells, Pershing's men exacted a price for every inch of ground they yielded, and ultimately recaptured, by the fiercest kind of hand-to-hand fighting, all they had lost. While Berlin claims the capture of 183 American prisoners as a result of this clash, French dispatches tell of 300 German dead left behind in the American trenches and in No Man's Land. "It is not likely that after this brief experience America will sue for a separate peace," remarks the New York *Evening Post*, noting with pride the way our troops "stood up" under the severest test to which they had yet been subjected. "For the first time the Germans have met the Americans in serious fighting," remarks a correspondent on the Western front, "and, as the French say, 'they have broken their noses.'" The battle at Seicheprey, our first engagement on the major scale, notes the New York *Evening Sun*, "promises great things for our arms when our troops begin to assert themselves in numbers." The lesson was not taught as the enemy intended, says the New York *Sun*, which is inclined to think that "the Yankees did not go three thousand miles to be discouraged."



BREAKING THROUGH.

—Harding in the Brooklyn *Eagle*.

This first big fight of Pershing's men took place not far from the village where Joan of Arc was born. The scene and course of the battle are thus described by a correspondent of the New York *Times*:

"To understand the battle properly, it is necessary to realize the geographical situation. The German positions at this point are on high ground commanding the Allied trenches. Right opposite the enemy and behind our line there is a steep hill some nine hundred feet in height, on whose further, or southwestern, slope the village of Seicheprey is located. On the right this hill dips much less sharply than on the left, and may be approached on a gradual incline, of which the greater part is covered by a small rectangular grove called the Wood of Remières. It was through this wood that the enemy succeeded for a moment in pushing our line back and advancing nearly a mile and a quarter up the slope to the hilltop, which gave him a short-lived command of the village.

"The attack began in the small hours of Friday, after a deluge of shells from midnight onward. The enemy launched three thousand men in three columns each, preceded by picked storm troops on a front of a mile and three-quarters. On the left and in the center the assault was repelled, but on the right the assailants succeeded in bursting through and in occupying Remières Wood, whose eastern edge is a short distance behind our line.

"Throughout the day the Germans pursued their usual tactics of 'infiltration,' as the French call it—that is, of gradual progress in small groups, supported by quick-firers, along the line of entry thus made in the Allied line, with the object of taking our center in the rear.

"Covered by trees and favored by the nature of the ground, the Germans were so far successful that by Friday night they reached the crest and delivered a heavy attack on Seicheprey.

TERMS: $3 a year, in advance; six months, $1.75; three months, $1; single copy, 10 cents; postage to Canada, 85 cents a year; other foreign postage, $2.00 a year. **BACK NUMBERS,** not over three months old, 25 cents each; over three months old, $1.00 each. **QUARTERLY INDEXES** will be sent free to subscribers who apply for them. **RECEIPT** of payment is shown in about two weeks by date on address-label; subscription including the month named. **CAUTION:** If date is not properly extended after each payment, notify publishers promptly. Instructions for **RENEWAL, DISCONTINUANCE,** or **CHANGE OF ADDRESS** should be sent *two weeks* before the date they are to go into effect. *Both old and new addresses* must always be given. **DISCONTINUANCE:** We find that many of our subscribers prefer not to have their subscriptions interrupted and their files broken in case they fail to remit before expiration. Notwithstanding this, it is not assumed that continuous service is desired; still, subscribers are expected to notify us with reasonable promptness to stop if the paper is no longer required. **PRESENTATION COPIES:** Many persons subscribe for friends, intending that the paper shall stop at the end of the year. If instructions are given to this effect, they will receive attention at the proper time.

Published weekly by Funk & Wagnalls Company, 354–360 Fourth Avenue, New York, and Salisbury Square, London, E. C.

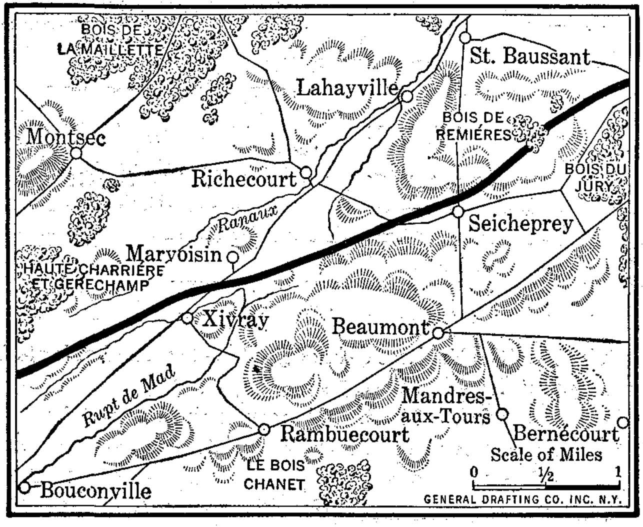
Entered as second-class matter, March 5, 1899, at the Post-office at New York, N. Y., under the act of March 3, 1879.

Entered as second-class matter at the Post-office Department, Ottawa, Canada.

Before dawn on Saturday the Americans and French had countered strongly and recovered the village and forced the enemy back to the hilltop above.

"The Germans returned to the charge with forces estimated at three battalions, led by 150 storm troops. The Americans, supported by the French from an adjoining sector, met the attack without flinching. After two hours of desperate fighting the enemy was driven down the slope into the wood.

"Throughout the morning there was bitter fighting among the trees. Then toward noon the Allies swept forward irresistibly and retook the wood completely. Fighting stubbornly, the Germans were pushed back beyond the woods' eastern fringe to their own trenches, where they endeavored to maintain themselves. But a new advance, combined with pressure from the flank, forced them to retreat, and by Saturday evening they had retired to the original starting-point, and our line was completely reestablished."



SCENE OF THE SEICHEPREY BATTLE.

Seicheprey lies about thirteen miles directly east of St. Mihiel. French troops link up with the American forces east of the town, probably in or near the Bois de Remières. The heavy black line shows the approximate battle-line.

One correspondent says that the attacking Germans were "dope-crazed" and "like wild men, singing and yelling as they advanced." Our losses, say Washington statements, were about 200, including less than a dozen killed and twenty wounded. These figures give color to the German claims concerning prisoners, but discredit their story of enormous American casualties. In this battle, we are told by the New York *Sun*, our boys used a new weapon of the shot-gun type which "sprays an area nine feet wide and three feet high with balls that will go through two inches of board at one hundred and fifty yards." This gun is said to be peculiar to the American Army. In the detailed reports of the attack on the American sector, says the New York *Herald*, two things stand out:

"One is that after the Germans had sent their infantry forward they dropt an artillery barrage behind them to make retreat impossible. Can there be any other reason for that than doubt in the minds of the Kaiser and his war-lords of the German morale? The other is reference to the shock troops as 'dope-crazed.'

"From other sectors where the German offensive has been heavy there have come similar reports that the men of the shock troops acted as if under the influence of some strong drug. Has the Kaiser found it necessary to call in German science to artificially bestialize his soldiers?"

All accounts of the fight abound in instances of individual heroism. Thus we read of two Americans who, "armed only with automatic pistols, charged an enemy machine gun, killed eight Germans, and captured the gun." We learn that David Griggs, of East Hampton, Conn., nineteen years of age, "passed through the enemy barrage at least seven times to carry ammunition to his hard-prest comrades," and that "twice he was partly buried by earth upturned by shells falling all around him, but he kept at his task." Capt. Arthur Griswold, of Hartford, we are told, was surrounded three times and apparently captured in each case, but he fought his way through and "is reported as having finally led his men in the charge that retook the village of Seicheprey." A telephone lineman worked in the open amid bursting shells, smoking and joking. "Tell them back home that we are just beginning," is the message one wounded soldier sends through an Associated Press correspondent.

Berlin newspapers, a dispatch from The Hague tells us, were ablaze with head-lines announcing the German capture of American positions at Seicheprey, but carried no news of the successful American counter-attack. In an effort to minimize the work of the American troops on the Western front German papers say that their morale is very bad and that depression among our soldiers is increasing daily. The Cologne *Volkszeitung* alleges that in one battalion alone six soldiers committed suicide rather than go to the front lines.

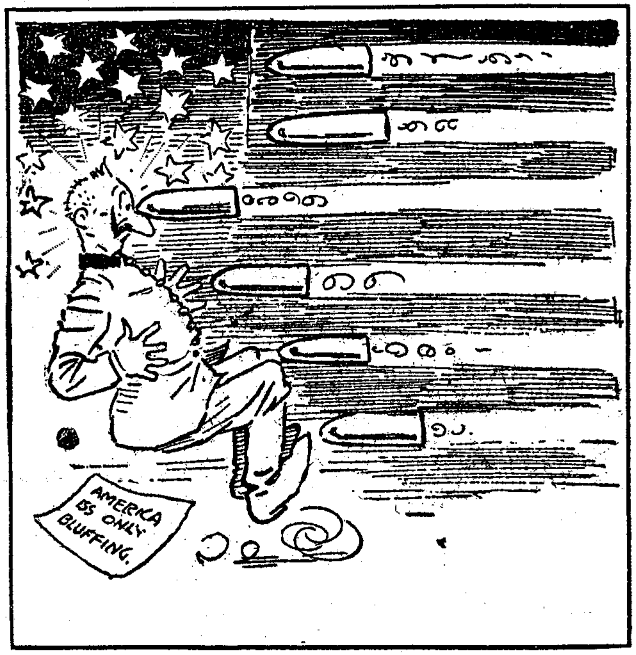
The semiofficial Wolff Bureau represents the affair as nothing more than a big raid, in which the withdrawal was just as much a part of the program as was the attack. For comparison with the accounts reaching us from France we here quote the Wolff version of the battle:

"After an effective artillery preparation which caused severe enemy losses, the Germans stormed American positions over a front of two and a half kilometers (mile and a half) and penetrated to a depth of two kilometers (mile and a quarter).

"Seicheprey was taken by storm and was found full of American dead. Bitter hand-to-hand fighting ensued around dugouts, vantage-points, and cellars, whose occupants were killed almost to the last man.

"Severe hand-to-hand fighting also occurred about dugouts in Remières Wood. Here the American casualties were especially heavy.

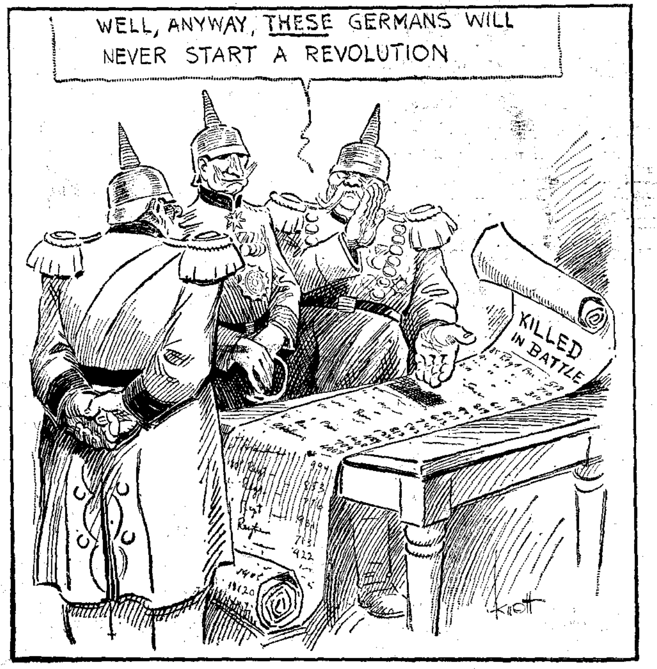
"Dense columns of enemy reenforcements were discovered north of Beaumont and also beyond Bernecourt, and were badly mauled by our destructive fire. Farther back, the German airmen located enemy reserves filling up the trenches in Jury Wood and attacked them with machine guns, while our batteries worked fearful havoc in the closely filled trenches.


AMERIKA IS ONLY BLUFFING.

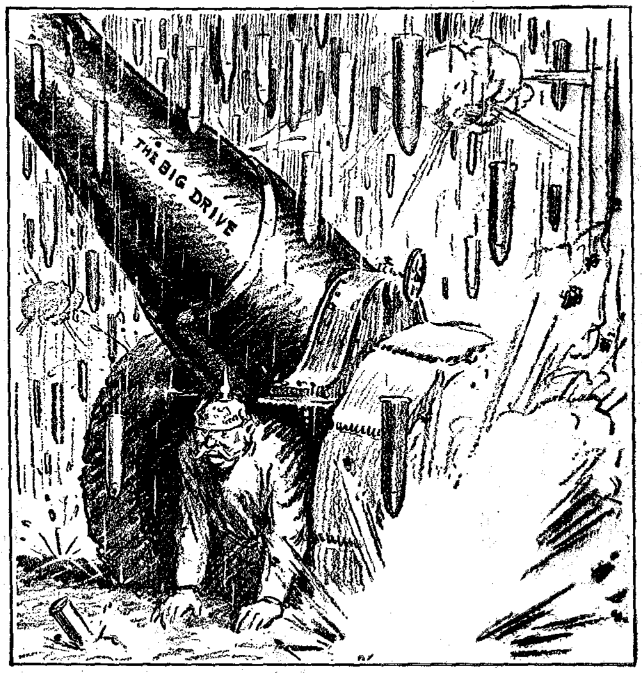
SEEING US IN A DIFFERENT LIGHT.

—Orr in the Chicago *Tribune*.

"After dark, when the enemy's defense works and dugouts had been destroyed and blown up, we evacuated the position, according to our plans, and unobserved by the enemy. Our losses were slight while those of the untrained Americans were most severe. We captured five officers, one doctor, and 178 men, as well as twenty-five machine guns."


WELL, ANYWAY, THESE GERMANS WILL NEVER START A REVOLUTION
KILLED IN BATTLE
Knott

THE BRIGHT SIDE.
—Knott in the Dallas *News*.



Copyrighted by the Press Publishing Company, New York.

"WE HALTED BECAUSE OF BAD WEATHER."
—Cassel in the New York *Evening World*.

THE KAISER'S CONSOLATIONS.

TO MAKE OUR CITIES SAFE FOR OUR FIGHTERS

TO "CORRUPT AND CONTENTED" CITIES, Philadelphia now offers "a spectacle and a warning," it is remarked. The Secretary of the Navy gave Mayor Smith a week to clean up his city, which was found so "wide open" as seriously to menace the morals and reduce the efficiency of the soldiers, sailors, and war-workers who throng its streets. The end of the week saw the Police Superintendent taking "a long vacation" and a Colonel of the Marine Corps dictating the appointment of the new head of the force. A day or two later, according to Philadelphia dispatches, well-known haunts of vice were being boarded up or were advertised for sale, while prominent *habituées* of the underworld were buying railroad tickets for cities less subject to Federal scrutiny. The Navy Department, according to an authorized statement, "will continue to insist that the officials of Philadelphia enforce their laws and that vice conditions be permanently cleaned up, at least as long as members of naval forces are located within easy access thereto," and it has been hinted that if the city can not insure permanent decent surroundings for our fighters when they are in Philadelphia the Department will be ready to police the city with its own armed guards. Whether the action already taken be "commandeering the police" or merely "cooperation," as it is variously characterized, it is due, of course, to the conditions in Philadelphia, which were brought to light by Mr. Fosdick and other investigators and were fully described in our issue of two weeks since. The Philadelphia *Record* is inclined to think that while "the present experience is humiliating," "it ought also to be chastening." Yet *The Evening Telegraph* has been slightly mystified by some of the acts of the naval authorities during the past few weeks and would like to submit this question: "Has Secretary Daniels found a larger percentage of military infractions in Philadelphia than he has found in Baltimore, Norfolk, New York, or Boston?" While the Secretary has not answered this question he would possibly agree with the New York *World's* reply, that what the Government has done in Philadelphia "it can do, and will, whenever national efficiency in the war is menaced by greed which local authorities make no sincere or sufficient attempt to curb." And the incident gives the press of the country and many city officials a new idea of what the New York *Evening Post* calls "the tremendous sweep of war-powers."

In other cities than Philadelphia officials have been led to "clean up" after hints or warnings from army or navy authorities. Mayors, police chiefs, and prosecuting officers are being asked by newspapers of their cities to consider well what happened in Philadelphia. Thus one notable sign of the times is the campaign against vice, here voluntary, there compulsory. In one city a restricted district known to pleasure-hunters throughout the nation has been closed at the instance of the Federal authorities. Such things as these, it has been observed, go far to balance the evil done by war, for in many cases the effects are expected to be permanent. While the Philadelphia newspapers are printing details of police reorganization, we note a few head-lines which can not give great pleasure to those classes which live by catering to the lusts and weaknesses of their fellows. A leading editorial in the Syracuse *Journal*, for instance, bears this caption: "THE DIVES OF SYRACUSE MUST BE PUT OUT OF BUSINESS." "CITY FREE OF VICE, TO STAY SO, SAYS MAYOR," is the significant, if abbreviated story told by the Indianapolis *Star*. A news column in the New York *Sun* is headed, "RAIDS HERE TO HALT FEDERAL CLEAN-UP," with the subhead explaining that District Attorney "Swann Hopes to Make Intervention, as in Philadelphia, Unnecessary."

Some confusion in the minds of newspaper readers as to just what changes have taken place in the city government of Philadelphia is inevitable in view of the conflicting statements made by several of the chief persons concerned. The Springfield *Republican* thus briefly explains the situation:

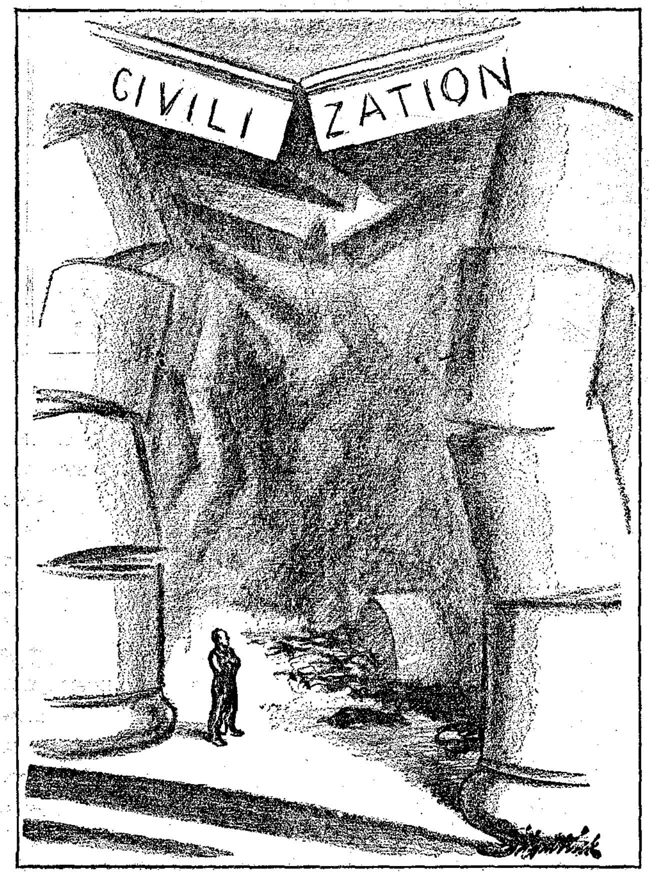
> "Philadelphia is understood to be 'saving its face' while practically submitting to the dictation of the Navy Department in policing the city. That is to say, the new acting Police Superintendent will be nominally under the orders of the Director of Public Safety, altho every one knows that the police policy in dealing with vice is now that of the naval authorities, who will take no more nonsense from local officials."

An official connected with the investigation of vice conditions in Philadelphia is quoted by the Philadelphia *Inquirer* as saying:

> "Vice conditions in Philadelphia are satisfactory to-day, but the Navy Department is going to see that they remain so and do not lapse into the deplorable state which existed before the clean-up campaign was started."

AMERICA'S PART IN THE IRISH CRISIS

IRELAND'S CONSCRIPTION TANGLE may be solved by America in the view of some of our editors who note Lloyd George's appeal to the British Parliament to accord Home Rule in order "to satisfy American opinion," "to secure the greatest measure of American assistance," and "to produce good-will in America." Allusion was made to this appeal last week when the question of Irish conscription was first considered in these pages. Since that time thousands of the Irish have signed pledges to resist conscription, and, according to a Dublin correspondent of the New York *World*, it is assumed the act will be put into operation "with the inevitable consequence of a practically universal passive revolt, liable to outbreak at any moment into violence." On April 23, cable dispatches inform us, Ireland celebrated a workless day as a protest against conscription. This gesture was arranged by labor-leaders, and we are told that the stoppage of work in Dublin was virtually complete. All day in halls and other meeting-places the people continued to sign the anticonscription pledge. But in Belfast and the north of Ireland the order of the Irish Labor Convention for the workless day was absolutely ignored and work went on as usual. The attitude of Ulster is disclosed in a statement of Sir Edward Carson, leader of the Ulsterites, to the press, in which he says: "Our clear duty is to support our gallant soldiers at the front and to resist any Home-Rule bill which attempts to disregard Ulster in her position in the United Kingdom and the Empire."



IRELAND: IT'S NOT MY AFFAIR.
—Fitzpatrick in the St. Louis *Post-Dispatch*.

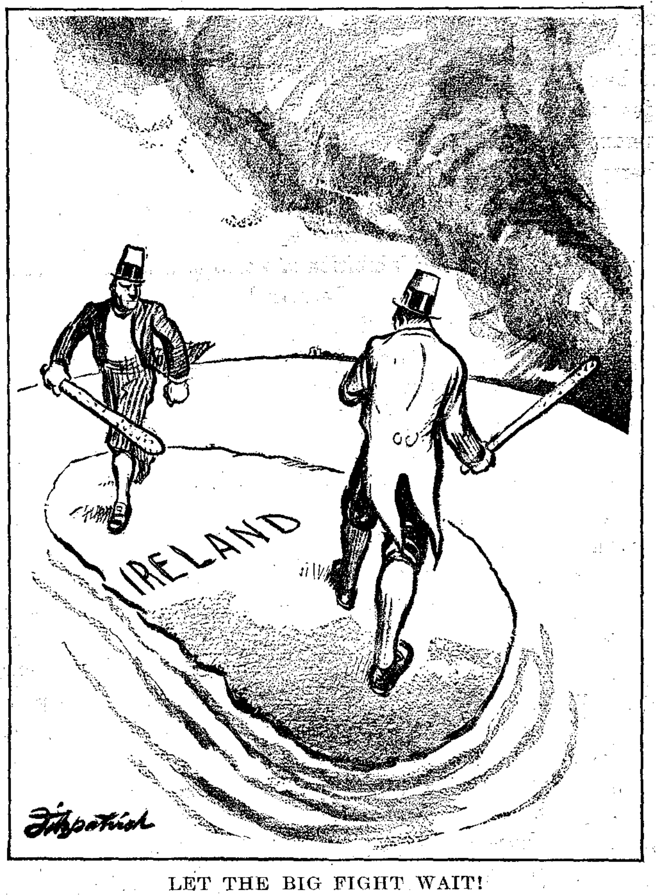
A London correspondent of the New York *Sun* advises us that the belief is exprest in many quarters in that city that the influence of the United States "can effect a solution of the Irish crisis if opinion in America supports the policy of simultaneous Home Rule and conscription." The message from Irishmen of Georgia to John Dillon, leader of the Nationalists in Parliament, which indorsed the two measures with the expectation that the Irishmen of Ireland will fight with the Allies as the Irishmen of America will do, taken in connection with other expressions from the United States similar in purport, has made a profound impression in London, according to *The Sun's* correspondent. And he quotes the London *Observer* as saying that "the United States has no formal responsibility for the Irish question, but it has, none the less, an immense moral influence which means now a real direct and epoch-making responsibility for good or ill." The Philadelphia *Public Ledger* reminds us that "consent of the governed" is the only true basis of government, and that local self-government is the sovereign cure of local grievance. But having admitted this much, *The Public Ledger* and other journals are emphatic in the statement that—

> "It is vitally necessary at this time that American public opinion should have the courage and the clarity of vision to assure Mr. Lloyd George, his cabinet, and his Parliament that it stands squarely behind him and them in the firm belief that there is no conceivable adequate excuse for any people who profess to love liberty and fight oppression to stand aside in indifference when the united democracies of the world are in the death-grip of a still undecided battle with the only despotism on earth which is possibly strong enough to-day to trample out freedom among mankind."

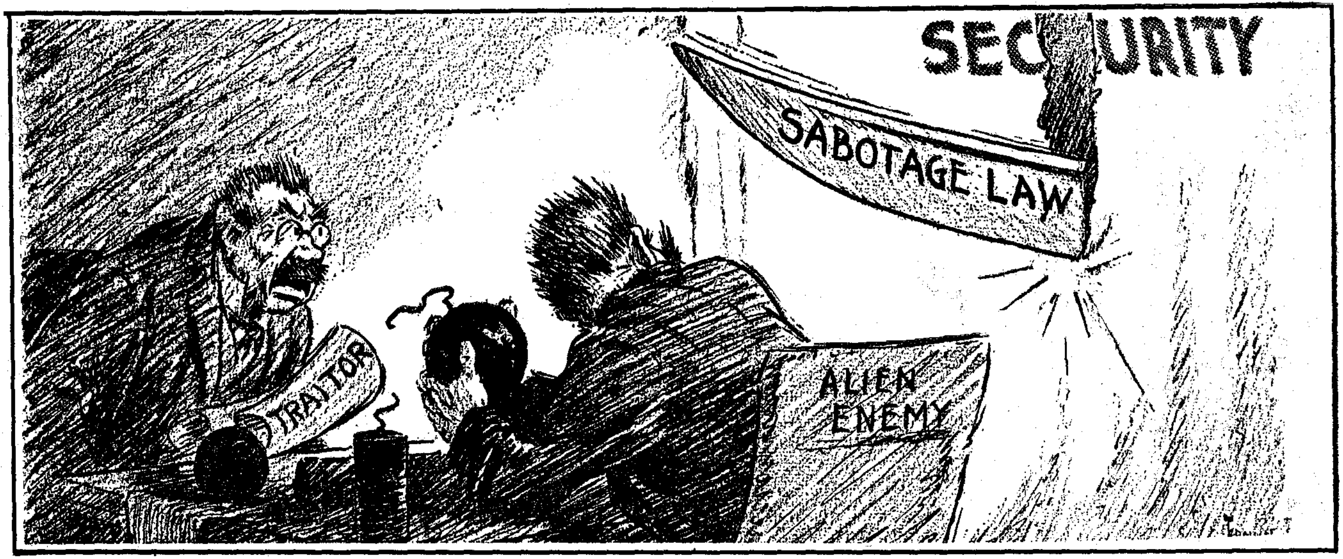
Ireland is not our problem, remarks the Chicago *Tribune*, but is not unrelated to our policies, and it "would remove an obstacle to fair consideration of policies in politics if the treatment of Ireland by England abated the resentment of the American-Irish for the English."

The Sinn-Fein point of view as presented to American readers may be gathered from the remark of the New York *Gaelic American* that—

> "England is in desperate straits, fighting for the very existence of her Empire. That, and that only, is the reason why she offers Ireland anything at all. The Irish people are more united on the question that has brought about the crisis than they ever were before—and they are united on Sinn-Fein lines. But for Sinn Fein, Ireland would not be united in this crisis. It is a great triumph for Sinn Fein that the Catholic hierarchy and the Parliamentary party have adopted their policy in one of its essential features. Union on the rest will be forced by events in the near future."



LET THE BIG FIGHT WAIT!
—Fitzpatrick in the St. Louis *Post-Dispatch*.



BREAKING THROUGH. —Brown in the Chicago *Daily News.*

STRONGER CURB ON ENEMIES AT HOME

THE ARM OF THE LAW is strengthened against enemies within our gates, but not until we have been at war for a year, some observers remark, as they note the agreement of the Senate and House on the Sedition Bill, the enactment of the Sabotage Law, and the Proclamation of the President that enemy alien women must be registered and must keep away from forbidden zones. The lynching of the miner Präger, at Collinsville (Ill.), and the increasingly numerous mob acts of tar-and-feathering and enforced kissing of the flag, would have been averted, in the view of some editors, if such laws had been put into force more promptly. The Sedition Bill provides twenty years' imprisonment and $10,000 fine for acts or utterances of disloyalty designed to obstruct the Army draft or Liberty Loan, and Washington dispatches inform us that tho modified to meet the objections of Senators who asserted that the original form would curb legitimate freedom of speech, the law retains the broad inhibition of words or acts which "support or favor the cause of the German Empire or its allies . . . or oppose the cause of the United States." Also it would punish wilful and "disloyal, profane, scurrilous, contemptuous, or abusive" language about the American form of government, Constitution, military or naval forces, flag or uniform, and wilful utterances designed to curtail production of essential war-materials. Critics who charged the Department of Justice with laxity or lenity toward German agents and American disloyalists, some editors observe, were answered with the defense that the law did not enable the Department to be sufficiently rigorous. The law against plain treason was insufficient because it did not apply to enemy spies, but this defense can no longer be offered, we are told, because Congress is enacting practically all the law requested by Attorney-General Gregory. As the Philadelphia *Telegraph* points out, the original draft of the Sedition Bill was prepared by the Attorney-General's department, and has been subjected only to slight modification in its passage through the Senate, and that "only to protect from persecution those who exercise that reasonable right of speech which is guaranteed by the Constitution." This journal adds:

> "The country will expect the Department of Justice to exert every energy to rid the country of its enemies. It has been passed for that purpose and not to muzzle honest and just criticism. There is a difference between sedition and treason and the proper use of free speech.
>
> "There has been some apprehension that powers conveyed in this measure might be abused. The sentiment of the country would not permit that. If the Attorney-General properly attends to enemy spies, to those who obstruct the recruiting of troops, and to those who in any way attempt to curtail the production of war-material, he will have achieved what was expected, but no more."

Speaking of it as the "most drastic" sedition law ever proposed in this country, the Milwaukee *Sentinel* tells us there was need of such an act, and "strong legislation must be coupled with rigid enforcement." The Duluth *Herald*, which holds a like opinion, points out that men who will agree with every word you say about the technical wrong of mob law will, if the law fails to do its duty, "cheerfully join the next mob that is being organized to suppress sedition and to punish the enemies of the country." The Brooklyn *Eagle* expresses concern that the sedition measure "might be misused" and "might be made an instrument of persecution," yet it adds that "we have to rely on the good faith and the fairness of our President for many things, and we are convinced that if anything like this happens, it will not be with Woodrow Wilson's consent or approval." *The Eagle* maintains that traitors should be punished severely and spies punished by death, but it adds that "overt acts other than irritating speech are involved either in the offense of a traitor or the offense of a spy." The Socialist Milwaukee *Leader*, edited by Mr. Victor L. Berger, holds that the Sedition Bill as law "will crush out the last breath of liberty from the body politic—especially from the press."

The second war-time measure against enemies at home is the Sabotage Law, which carries penalties of thirty years' imprisonment and fines of $10,000 for injuring war-materials or interfering with war-industry. These are severe penalties, but not more severe than are justified, according to the Philadelphia *Inquirer*, which considers the law "another important step toward the war-application of our national resources with a maximum of efficiency and expedition." Since war with Germany was accepted because it could no longer be refused, this journal proceeds, there has seldom been a day when through some mysterious fire or reputed accident war-material of one kind or another has not been destroyed or the manufacturer of munitions obstructed, and it is pointed out that—

> "Laws do not execute themselves, and the new sabotage legislation will be of little benefit unless it is vigilantly and vigorously enforced, but at least a defect in our national defenses has been remedied and an instrumentality has been provided whereby this particular brand of crime can be kept in check."

It is regretted by the Manchester (N. H.) *Union* and other papers that Congress eliminated from this bill a provision designed to punish strikers on war-contracts. But the Chicago *Daily News* points out that while there is in the bill as passed no clause directed against ordinary strikes, yet "strikes due to controversies over wages, hours, or conditions of employment are to be prevented by efficient agencies of the kind recently established pursuant to the recommendations of the representative national conference over which ex-President Taft presided."

JUST WHAT THE "U"-BOATS ARE DOING

THE FAILURE OF THE GERMAN SUBMARINE to prevent the landing of American forces in France and food for the Allies is given by some observers as the real cause of the Hindenburg drive on the Western front. It is generally conceded, remarks a writer in the New York *Sun*, that the German Government timed the drive in the hope of getting a decision before the United States was able to throw its weight into the military scales on the side of the Entente. This is an admission that the *U*-boat campaign can no longer be relied upon to stop the flow of troops, provisions, and supplies from this country to Europe. As a further indication of the diminishing efficacy of the submarine, we have the low record of sinkings in the week ending April 7, when the *U*-boats' toll was four large and two small vessels. To say that the submarine menace has been brought fully under control would be foolish, remarks the Atlanta *Journal*, which thinks it will probably remain more or less of a menace to the end of the war. However, there is assurance in the fact that the stroke on which the Huns counted a year ago to win has been "broken to such an extent that they themselves now recognize how indecisive it is." A corroborating German opinion is found in the Berlin *Lokal Anzeiger*, whose navy expert, Captain Kühlwetter, puts this question: "How is it that despite our submarines' work we hardly ever sink an American troop-transport, or when we do sink one we always find that only the ship is lost, whereas the troops whom we really want to destroy are always saved?" To his own question, Captain Kühlwetter gives this reply:

"American transports travel in convoys, well protected against attack, and are very fast. Thus the submarines have a most difficult and dangerous task. This is particularly true in the Channel, where the enemy can choose the most favorable hours of the day and can protect himself by all sorts of devices, mines, nets, etc.

"To try to seize the bull by the horns here would mean attacking a powerful enemy front, which can be broken more cheaply in other ways.

"In other waters the enemy defense is not quite so easy, but there he takes advantage of the great number of available harbors of disembarkation.

"It is not possible for us to have *U*-boats waiting off every enemy harbor until the transport can conveniently be destroyed. We have not got so many submarines. It would be wasting them and their precious crews, especially as if the ships were torpedoed the troops themselves would not be destroyed. . . . . . .

"It is not important for us to destroy the American troops. Hindenburg will take care of that. What we must destroy are tonnage and cargoes. Besides, we do not always hear of every transport we destroy. To make it our only aim to sink American transports would be sacrificing too many *U*-boats without perceptible results."

Vice-Admiral von Capelle, too, seemed to think it was necessary to make an explanation of the submarine status to the Reichstag, and the Brooklyn *Citizen* sagely observes that if the great drive had turned out well, there would, of course, have been no need of making such an explanation. But it has not turned out well, and, in fact, is so much the reverse that "if the mind of the German people is allowed to dwell upon it, the very worst consequences may be anticipated." Amsterdam dispatches inform us that Vice-Admiral von Capelle, German Minister of the Navy, declared before the main committee of the Reichstag that the new *U*-boat construction exceeded the losses and that the effectiveness of the submarines had increased. He quoted figures to prove his contention that the *U*-boat sinkings were "thrice or sixfold" the tonnage of the new British construction. As to the American destroyers, "which had been so much talked about," the Minister claimed that they had failed in their object, and he is quoted by the semiofficial Wolff Bureau of Berlin with reference to our ship-building as follows:

"For the carrying out of America's giant paper program America must first lay down the shipyards. After prodigious promises America in 1917 built 750,000 gross register tons of seagoing ships. The large mercantile fleet placed on order America does not want for the war, but for the *post-bellum* period, when, the shipping program having been in the meantime carried out, America will become England's world freight-carrier."

Vice-Admiral von Capelle admitted that Germany's opponents had some success with their antisubmarine measures, but averred that this success at no time had any decisive influence on the *U*-boat war, and, according to human reckoning, would not in the future. As to our convoy system, he recognizes that it offers ships a certain protection, but it has the great disadvantage in his view of reducing the transport capabilities of the Allies. In replying to the utterances of von Capelle, the British Admiralty issued an official statement in which it is stated that "exaggerated figures of losses are still relied on by the enemy. The average of monthly losses of British ships in 1917 was 333,000 gross tons, whereas Admiral von Capelle bases his argument on over 600,000 tons." The figures quoted below show some trifling discrepancies from those in the diagram on the opposite page, which are from another summary of the report of the British Admiralty. Sir Eric Geddes, First Lord of the Admiralty, spoke on the submarine situation in March in the House of Commons, and his speech, as summarized by the Parliamentary correspondent of the London *Times*, reads in part as follows:

"The world's tonnage from the beginning of the war until December 31, 1917, exclusive of enemy-owned tonnage, has fallen by a net figure of, roughly, 2,500,000 gross tons, that is, out of 33,000,000 estimated Allied and neutral ocean-going tonnage.

"The Allied and neutral world has suffered about 8 per cent. reduction in ocean-going tonnage.

"The percentage of net loss of British tonnage alone reaches 20 per cent. That represented 3,500,000 tons on a total of 18,000,000.

"At the present day forty-seven large shipyards, containing 209 berths, are actually engaged on ocean-going merchant vessels.

"In the fourth quarter of 1914 the merchant tonnage produced in the United Kingdom was 420,000. In the fourth quarter of 1915 it had fallen to 92,000 tons.

"It then began to rise, as will be seen from the following table:

	1916	*1917*
First quarter	95,000 tons	246,000 tons
Second quarter	108,000 "	249,000 "
Third quarter	125,000 "	248,000 "
Fourth quarter	213,000 "	420,000 "

"In the fourth quarter of 1917 foreign construction was 512,000 tons, giving a total output for the world, excluding enemy countries, for that quarter of 932,000 tons.

"The loss due to enemy action and maritime risk for the last quarter of last year was 1,200,000 tons world's shipping. That was by far the lowest quarter of sinkings since the intensive submarine war began, and it looks as if this quarter is going to be lower still.

"By an increase in output and a decrease in sinking we reached in the last quarter of last year the position that the Allies were within 100,000 tons a month of making good the world's loss.

"Taking British loss and output alone, the proportionate deficiency is somewhat higher. We lost on an average 260,000 tons a month during the last quarter of 1917, and we built 140,000 tons a month—a deficiency of 120,000 tons.

"The increase in the average weekly output of repaired merchant tonnage in February, 1918, as compared with August, 1917, is 80 per cent., or sixty-nine ships, representing 237,000 tons a week.

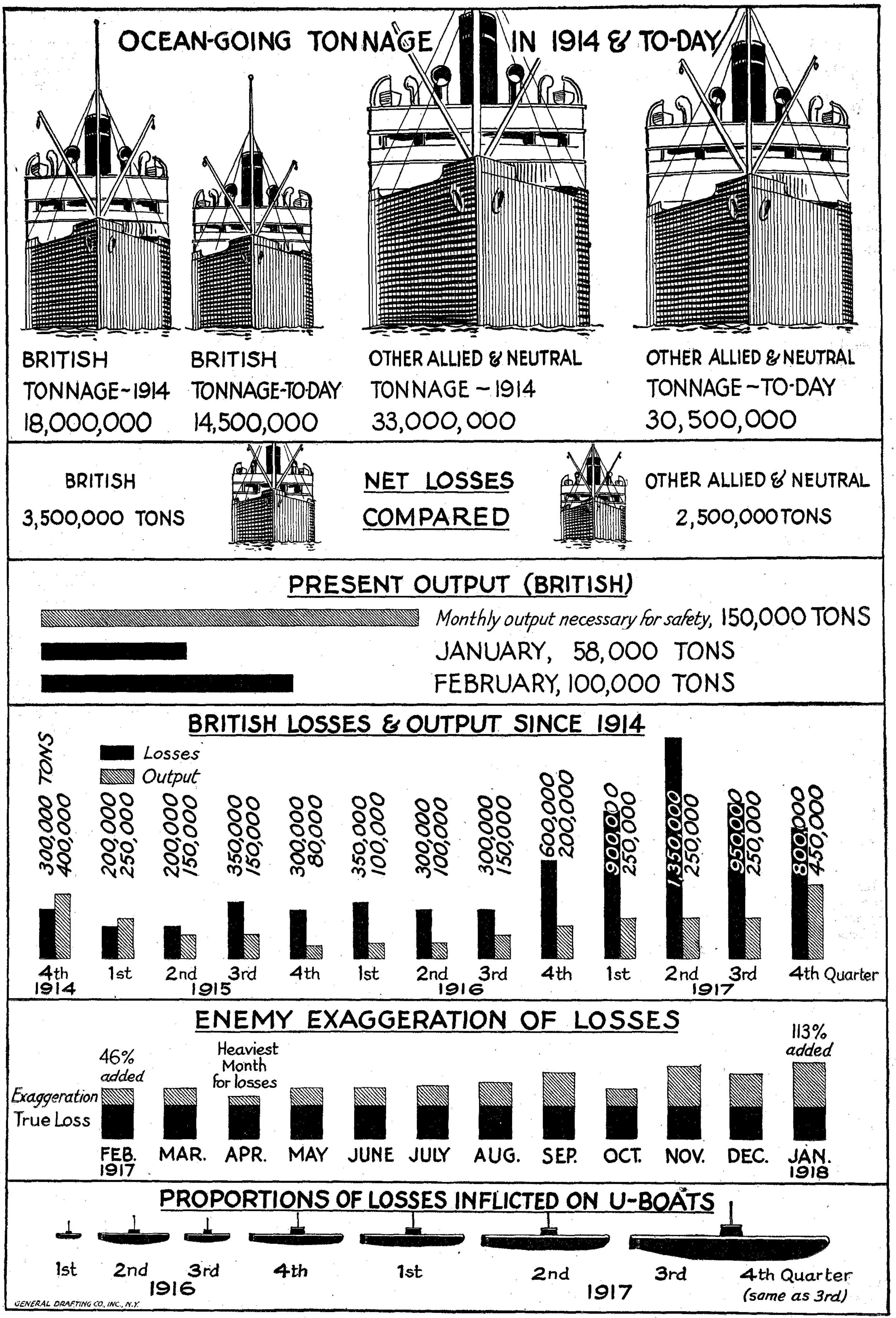
"In February we completed repairs to merchant craft at an average of 166 ships a week, representing more than 500,000 tons.

"We docked last year ten times the naval craft for repairs and refits which we dock in peace time. Over 3,000 of these vessels were docked and refitted in the last quarter of last year.

"The additional men who have been put on to both merchant and war-ship repairs could have produced 500,000 tons of new merchant tonnage a year.

"During the last seven months the net addition to labor in private yards has been round about 18,000, mainly unskilled.

"Compared with January, there was in February a net



THE WAR WITH THE *U*-BOAT: BRITISH ADMIRALTY FIGURES OF LOSSES AND GAINS.

increase on new construction, hulls, and machinery of over 2,500, which is as much as the merchant yards can digest in the time with the skilled men available."

The Philadelphia *Press* says flatly that von Capelle had to justify his piratical work to the Reichstag committee, and he did it as well as he was able, but "in reporting secretly to the real masters of Germany, the military clique, he probably came nearer to the truth." This journal mentions the British Admiralty report above cited, and says that, thanks to its frankness, the fictitious figures of von Capelle can create no consternation in the anti-German world, for—

"We know that he lies when he says that from three to six times as many Allied ships are being sunk as are being built. We know that he lies when he says that America is deliberately withholding the completion of her building program until after the war in pursuance of a mercenary design to wrest the commerce-carrying trade from England. And we suspect that he lies when he says that *U*-boat building in Germany has exceeded the rate of *U*-boat destruction, and that there is no difficulty in obtaining willing *U*-boat crews.

"The worst of the shipping situation was presented to the world last month in the following terms: Somewhat less than twelve million gross tons of Allied and neutral ships have been destroyed since the war began. New construction replaced more than five million tons. The seizure of German ships added two and a half millions more. Thus the net deficit for the period of the war was calculated as 2,632,297 tons."

With every allowance for the vigor of the *U*-boat campaign, *The Press* goes on to say, as well as for the constantly improving methods of fighting it, it is probable that the submarine will sink as many ships this year as the British yards can turn out. Thus the American yards are called upon not only to make up the past deficit, but to fill the increasing tonnage requirements brought about by American participation in the war on a progressively larger scale and by the reduced effectiveness of common carriers due to the necessity of maintaining a transatlantic convoy system. *The Press* is convinced that Britain can hold her own against the *U*-boats, but it remains for America to achieve mastery over them, and "this fact is thoroughly understood at Washington, and the appointment of Mr. Schwab is a significant, if belated, recognition of its importance." The Newark *News* says of the Schwab appointment:

"Mr. Schwab, chosen for his present important post primarily for his success in relations with war-labor, his reputedly fair treatment of workmen, the results so far accomplished by him in a private capacity, bespeaks the sort of sympathetic understanding that will count. 'My place,' he says, 'is in the yards.' He wants every one connected with each yard to feel as he does—that nothing will be any good to any of us unless we win this war.

"Mr. Schwab knows, or should know, as well as any American business man, that it is no policy to rely on overconfidence. It is not to be presumed that he will make that mistake. Stimulation, purposeful direction of ship-building activities—in a word, ships—that is his job. To translate American desires into acts is the high privilege and imperative duty devolving upon him and upon every shipyard associate."

Testimony to the efficiency of the Allied effectiveness against the *U*-boat is found in a dispatch from a French seaport in which Mr. James Kerney, director for the Franco-American Committee of Public Information, is quoted as saying: "A French Vice-Admiral told me that it was due to the great skill and cooperation of the American Navy that no tonnage has been lost on this coast for three months. He was most enthusiastic in his praise of Rear-Admiral Wilson, who seems to have captured all this part of France. The depth bomb, listening device, and hydroaeroplanes in the hands of the Americans have conquered the submarines." Washington dispatches to various dailies disclose confidence among officials that the submarine menace is doomed, and in reply to the boast of Vice-Admiral von Capelle that *U*-boat construction is exceeding losses, a correspondent of the Philadelphia *North American* cites navy officers as predicting that the menace will be wiped out by August, and perhaps by June. The *North American's* correspondent informs us further:

"Despite the vaunting passage in von Capelle's address that speaks of *U*-boat commanders so well trained that they manage to sink 'from three to four ships in succession belonging to the same convoys,' America has lost since the war began only fourteen vessels, aggregating 75,000 tons.

"The outstanding facts in refutation of von Capelle's attempt to cheer the German people are these:

"The total neutral and Allied tonnage is now approximately 42,000,000 tons;

"America will add this year at least 3,000,000 tons, possibly more than 4,000,000, according to some estimates;

"Great Britain will add at least 1,800,000 tons more, according to von Capelle's own admission;

"The total of other construction on the basis of 512,000 tons the last quarter of 1917, a conservative basis in view of winter-weather conditions, will amount to at least 2,048,000 tons, most of which will add to Allied operations directly or indirectly;

"Japan already has agreed to build an additional 200,000 tons of shipping this year for America, and probably will build another 200,000."

TOPICS IN BRIEF

So far our air program seems to have been of the hot variety.—*Brooklyn Eagle.*

When your true Hun leaves the Fatherland he doesn't emigrate; he hyphenates.—*Brooklyn Eagle.*

The only point I can see to the Irish question is the interrogation-point. —*New York Morning Telegraph.*

Anyhow, the Kaiser's six sons can never say that their father didn't take good care of them.—*Detroit Free Press.*

Now that Bolo Pasha has ceased to breathe, some of his surviving acquaintances will breathe easier.—*New York Morning Telegraph.*

The Kaiser will find that there is one bit of history he can not change. It is, that the United States has never been defeated.—*Savannah Press.*

Germany expects to collect two billion dollars from Roumania. This is the first time Roumania ever suspected she had that much money.—*Washington Star.*

Count Czernin will make his next peace speech from the balcony of the Ananias Club, and Emperor Charles write his future letters on the club stationery.—*Brooklyn Eagle.*

"Passive resistance" is urged upon Irishmen who are opposed to conscription. The Irishman who could play that rôle would be the greatest curiosity the world ever saw.—*Rochester Democrat and Chronicle.*

New German law that any person wishing to leave the Empire must pay five years' taxes in advance is like the old one-ring circus which charged nothing to get in but a dollar to get out. It may be worth the price.—*Wall Street Journal.*

We seem to be getting fewer pacifists and more pass-the-fists.—*Indianapolis News.*

The Kaiser is the only German who has six living sons in the Army.—*New York Morning Telegraph.*

Poor democratic Germany is now defending herself against autocratic Finland.—*Wall Street Journal.*

Swat the fly, shoot the spy, cut out the lie, swear off on pie, quit drinking rye, and never say die.—*Fort Wayne News.*

Lloyd George at last took the Irish bull by the horns, but it remains to be seen what the bull will do.—*Chicago Herald.*

Kaiser Karl lies very poorly for a Teutonic monarch, but one must remember that he is still a fairly young man.—*Chicago Herald.*

Students of the war would do well to begin to familiarize themselves with the map of Germany. The time approaches for a change of scene.—*Chicago Daily News.*

The seventy-five-mile gun with a trajectory eighteen miles high may be intended as a strong hint to *Gott* that more immediate results are desired at Potsdam.—*New York Evening Post.*

It is announced that the high cost of living is driving office-seekers away from Washington. We have been confident all along that some good would result from the high cost of living.—*Minneapolis Tribune.*

There's one thing about this war—no one who has been to France and seen the effects of it comes back wanting to make peace on the Kaiser's terms.—*Detroit Free Press.* Those that don't come back have peace on the Kaiser's terms.—*St. Louis Star.*

FOREIGN - COMMENT

HOW THE GERMAN VENTS HIS SPLEEN.

When the German suffers a reverse he has to "take it out" on something. Here he is completing the destruction of a wrecked Belgian farm. The failure of the Western drive at Amiens was confessed when the Germans completed the destruction of Reims.

THE CONFESSION THAT GERMANY STARTED THE WAR

THE DECEIVED GERMAN PEOPLE, hoodwinked for nearly four years into the belief that England started the war, are now being gradually permitted to learn that this is a slight error which can be corrected by merely substituting the word Germany for England. When that is done, perhaps the next official German step will be to ask England what her peace terms are. At any rate, the first step has been taken. No less an authority than Prince Lichnowsky, Imperial German Ambassador to Great Britain in 1914, has given the whole case away and fastened the blood-guiltiness for the war irrevocably upon Germany, which did not merely permit Austria to start it, but insisted upon war when Austria shrank back. Even the German press now admit that Britain is cleared of blame for the world-conflict, and the German press supposedly take the hint in such matters from the authorities higher up. Ex-Foreign Minister von Jagow, too, agrees with Lichnowsky in acquitting Great Britain. The authoritative *Berliner Tageblatt* definitely forecasts a peace move on this basis when it says:

> "An understanding ought to be easier now, since we have heard from two opposing sources, ex-Foreign Minister von Jagow and Prince Lichnowsky, that England was not responsible for the war, as has been believed hitherto in wide circles in Germany."

The Mannheim *Volksstimme*, even before von Jagow had admitted the entire accuracy of the Prince's position, wrote this pointed paragraph:

> "While it can not be regarded as a final judgment, the memorandum is an important testimony accusing Germany and acquitting English policy. The Prince's testimony with regard to the former is based on hearsay, but that in favor of the English policy is the result of the Prince's own knowledge.
>
> "Of two theories, only one is possible: either Prince Lichnowsky is the most incurable idiot that ever sat in an ambassador's chair, or else not a shred remains of the fiction that the outbreak of war was due to English intrigue."

The *Bremer Bürger Zeitung* candidly notes:

> "The doctrine of England's responsibility for the world-war has been regularly filtered, or perhaps we should say drummed, into us for nearly four years, and Germany's war-policy has in the main been guided by it. Now we learn that this doctrine is false and was never believed, either by our Foreign Secretary in 1914 or by our London Ambassador."

As a result of these revelations, says the *Münchner Post*, the whole Pan-German argument that Belgium must never again be allowed to become a base of British operations against Germany, falls to the ground. The *Post* proceeds:

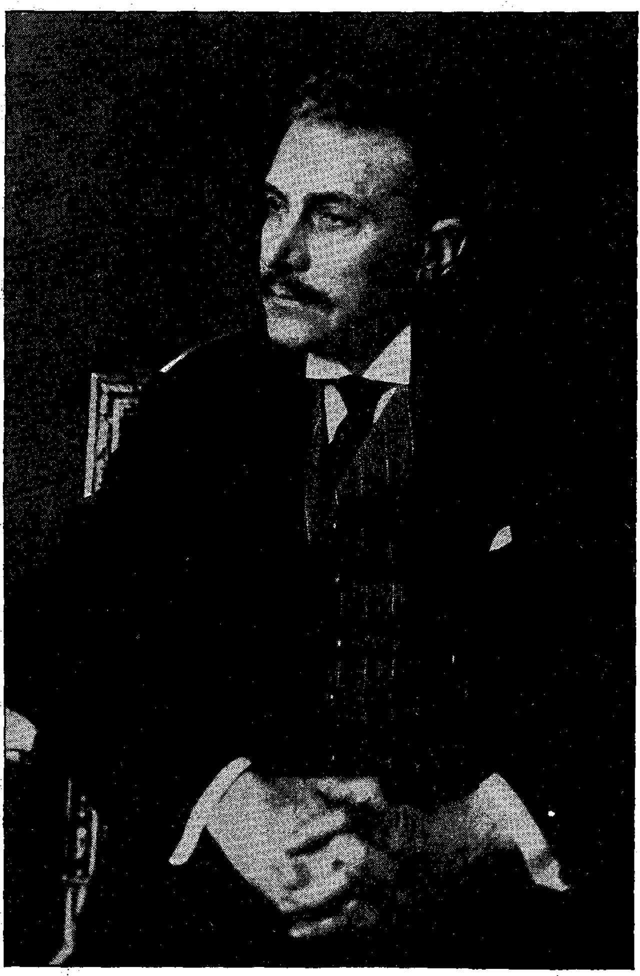
> "This theory is based on the assumption that England desired the war and had long prepared Belgium as a base of operations. Now we learn that England intended no war against Germany, and with this the whole Anglo-Belgian legend explodes. Through an untruth we have been driven into an attitude of constantly intensified opposition to England. The German Government knew that this lie was a lie, but had not the courage to resist Pan-German Anglophobia."

First in the Stockholm *Politiken*, then in the Berlin *Vorwärts*, we have had the opportunity of reading the secret memorandum which Prince Lichnowsky wrote to justify himself in the eyes of his intimate friends. This memorandum, to the discomfiture of the Government, finally became public, and it proves beyond a shadow of a doubt that Germany, headed by the Kaiser, was the "sole and only begetter" of the present world-conflagration. Quoting from the Berlin *Vorwärts*, let us see what the Prince has to say. First of all he confirms the fact, so often denied by Germany, that the famous Potsdam conference really took place on July 5, 1914. At this conference, Germany and Austria decided upon war, which they would inaugurate upon any convenient pretext, and as a result Prince Lichnowsky received his instructions with regard to his attitude in England. He says:

> "I learned that at the decisive conversation at Potsdam on July 5 the inquiry addrest to us by Vienna found absolute assent among all the personages in authority; indeed, they added that there would be no harm if a war with Russia were to result. So, at any rate, it is stated in the Austrian protocol,

which Count Mensdorff [Austrian Ambassador] received in London. Soon afterward Herr von Jagow was in Vienna, to discuss everything with Count Berchtold [Austrian Foreign Minister].

"I then received instructions that I was to induce the English press to take up a friendly attitude if Austria gave the 'death-blow' to the great Servian movement, and as far as possible I was by my influence to prevent public opinion from opposing Austria."



PRINCE LICHNOWSKY,

The former German Ambassador in London, who proves incontestibly that Germany—and Germany alone—is responsible for this world-war.

Here are the most salient features of the Prince's revelations. He says:

"My London mission was wrecked not by the perfidy of the British, but by the perfidy of our own policy. . . . I had to support in London a policy which I knew to be fallacious. I was paid out for it, for it was a sin against the Holy Ghost. . . . We prest for war. We deliberately destroyed the possibility of a peaceful settlement. . . . Sir Edward Grey, throughout the whole of the negotiations, never took open sides with Russia or France in order that he might not supply any pretext for a conflict. That pretext was supplied later by a dead Archduke."

Under a heading entitled "The Question of Guilt," Prince Lichnowsky says:

"As appears from all official publications, without the facts being controverted by our own White Book, which, owing to its poverty and gaps, constitutes a grave self-accusation:

"1. We encouraged Count Berchtold [the Austrian Foreign Minister] to attack Servia, altho no German interest was involved, and the danger of a world-war must have been known to us—whether we knew the text of the ultimatum is a question of complete indifference;

"2. In the days between July 23 and July 30, 1914, when Mr. Sazonoff [the Russian Foreign Minister] emphatically declared that Russia could not tolerate an attack upon Servia, we rejected the British proposals of mediation, altho Servia, under Russian and British pressure, had accepted almost the whole ultimatum, and altho an agreement about the two points in question could easily have been reached, and Count Berchtold [the Austrian Foreign Minister] was even ready to satisfy himself with the Servian reply.

"3. On July 30, when Count Berchtold wanted to give way, we, without Austria having been attacked, replied to Russia's mere mobilization by sending an ultimatum to St. Petersburg, and on July 31 we declared war on the Russians, altho the Czar had pledged his word that as long as negotiations continued not a man should march—so that we deliberately destroyed the possibility of a peaceful settlement.

"In view of these indisputable facts, it is not surprizing that the whole civilized world outside Germany attributes to us the sole guilt for the world-war."

The London *Times*, in commenting on the Prince's revelations, says:

"At the moment when mankind are filled with horror and with anguish at the carnage of the great battle-field all eyes will turn to his account of the policy which brought this dread visitation upon the world. He has no shadow of doubt about the responsibility for the war. Without hesitation he fastens it upon Germany.

"The German 'militarists' were inexorable. They would not suffer Count Berchtold to give way. When he flinched from plunging Europe into war, they forced his hand. They delivered an ultimatum to Russia, and next day declared war upon her, altho the Czar had pledged his word that while negotiations continued not a man should march.

"'We deliberately destroyed the possibility of a peaceful settlement' is the ex-Ambassador's considered judgment. He can not feel surprize that 'the whole civilized world outside Germany attribute to us the sole guilt for the world-war.' The whole story which he records corroborates this judgment and is irreconcilable with any other."

Altho the Prince is referring to what took place four years ago, this is a matter which is of vital importance to-day, as the London *Daily Telegraph*—taking a fling at foolish pacifists—succinctly says:

"Nor is this a matter of academic, historical interest only. On the contrary, when voices are still heard asking what we are fighting for and why terms of peace can not be negotiated, it is of the utmost consequence that the civilized world should understand what were the diplomatic methods employed by Germany in 1914, as they are laid bare in this extraordinary memorandum, and should take care never to be caught unprepared by Germany a second time. . . . . .

"'The perfidy of our policy!' There is the whole memorandum in a flash. As one reads it, all doubt vanishes that the ruling cliques in Germany and Austria had resolved, even before the early summer of 1914, that war was coming soon—a war which would destroy once and for all the pretensions of Servia, who had placed herself across the path of the German road to the east, and a war which should be brought on before the reorganization of the Russian Army was complete.

"Then came the murder of the Archduke at Serajevo, and it was determined at Berlin and at Vienna that the pretext had been offered and the golden opportunity had come. So much was settled definitely at the famous Potsdam conference of July 5, of which the world knew nothing until a few months ago, and Prince Lichnowsky states that the plotters were fully agreed that 'there would be no harm even if a war with Russia were the result.'

"He came to London with instructions to localize the conflict, if possible, between Austria and Servia. When he tried, as an honest man, to prevent conflict altogether, understanding as he did the British sense of honor far better than his principals, he was snubbed and rebuked for his pains. The Prince does not minimize the villainy of the plot in which he was supporting an unwelcome part. Looking back, he sees that he ought to have understood at an earlier moment the full significance of what was afoot and to have insisted upon resigning his office. 'I had to support in London,' he says, 'a policy which I knew to be fallacious. I was paid out for it, for it was a sin against the Holy Ghost.'

"Did ever an Ambassador pen such anguished words before? It is a supreme irony of Fate that the conscienceless Kaiser and the military party, who are his masters, were served by a Chancellor and an Ambassador both of whom possest the grain of conscience which led them in moments of great mental stress to serve the cause of Truth by betraying the infamy of those who insisted that there should be war.

"Prince Lichnowsky states categorically three propositions: First, that Berlin encouraged Count Berchtold to attack Servia, tho no German interest was involved; secondly, that Berlin rejected the British proposals of mediation, tho Count Berchtold himself at the last moment desired to draw back; thirdly, that on July 30 Berlin 'replied to Russia's mere mobilization by sending an ultimatum to St. Petersburg,' and on the following day declared war. 'So that,' adds the Prince, 'we deliberately destroyed the possibility of a peaceful settlement.' That has been the British and French contention from the very outset."

THAT INJURED LAMB, THE KAISER

THE IMPERIAL PECKSNIFF, on his visit to the Western front during the present operations, seems, according to the Berlin *Lokal Anzeiger*, to have indulged in an orgy of emotion. As he viewed the battle, "terrible in its grandeur," his tender heart was touched, the tears streamed down the Imperial face, and he exclaimed in grief-stricken tones to the officer who stood beside him:

"What have I not done to preserve the world from these horrors?"

The All Highest's question can be answered in one word—"Nothing."

On the contrary, from the German papers themselves we learn that so far from trying to prevent the present catastrophe, Prussia's divine-right King did everything in his power to bring it about.

One of the most successful pieces of German propaganda has been the lie, so eagerly swallowed by sentimentalists and pacifists, that the Kaiser is an injured idealist who was forced into war against his will by the machinations of an unfilial son supported by a powerful militaristic clique. Right from the center of things, from the great Krupp armament works, comes the refutation of this absurd legend. Dr. W. Mühlon, a director of the Krupp works at Essen, has published in the *Berliner Tageblatt* a series of conversations which shoots this piece of German propaganda full of holes. He writes:

"In the middle of July, 1914, I had, as I frequently had, a conversation with Dr. Helfferich, then director of the Deutsche Bank in Berlin and now Vice-Chancellor of the Empire. The Deutsche Bank had adopted a negative attitude toward certain large transactions in Bulgaria and Turkey, in which the firm of Krupp, for business reasons—the delivery of war-material—had a lively interest."

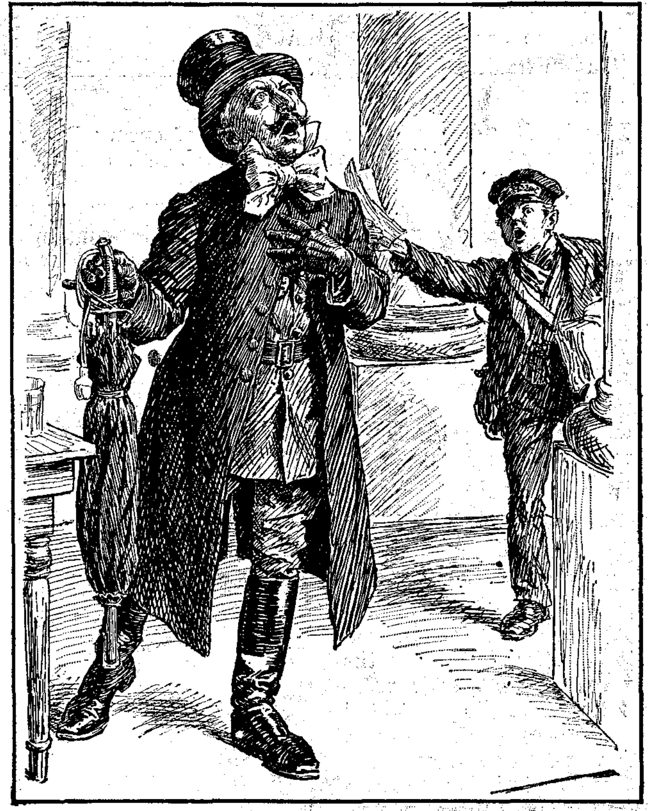
Dr. Helfferich explained to Dr. Mühlon that the Potsdam Conference of July 5 had just taken place, and that Austria was on the point of declaring war on Servia, and that the Kaiser was standing behind his ally, boasting that "this time there would be no oscillation." Dr. Mühlon continues:

"I knew Dr. Helfferich's particularly intimate relations with the personages who were sure to be initiated, and I knew that his communication was trustworthy. After my return from Berlin I informed Dr. Krupp von Bohlen und Halbach, one of whose directors I then was at Essen. Dr. Helfferich had given me permission, and at the time there was an intention of making him a director of Krupps'.

"Dr. von Bohlen seemed disturbed that Dr. Helfferich was in possession of such information, and he made a remark to the effect that the Government people can never keep their mouths shut. He then told me the following:

"He said that he had himself been with the Kaiser in the last few days. The Kaiser had spoken to him also of his negotiations with the Austrians and of their results. But he had intimated that the matter was so secret that he (Dr. Krupp) would not even have dared to inform his own directors. As, however, I already knew, he could tell me that Helfferich's statements were accurate, and indeed Helfferich seemed to know more about the details than he did. He said the situation was really very serious. The Kaiser had told him that he would declare war immediately if Russia mobilized, and that this time people should see that he would not vacillate. The Kaiser's repeated insistence that this time nobody would be able to accuse him of indecision had, he said, been almost comic in its effect."

Dr. Mühlon tells us that everything happened according to schedule, and that the Kaiser's famous yachting cruise in Norway actually was, what the world has always suspected it to be, a thin attempt at an alibi, an ingenious piece of face-saving camouflage. He writes:



A TACTLESS INTRUSION.

KAISER—"As against the calumnies of the enemy, I feel grateful that my unremitting efforts to be the champion and protector of the principles of humanity—"

NEWSBOY—"Great German naval victory! British hospital-ship torpedoed!" —*Punch* (London).

"On the very day indicated to me by Helfferich, the Austrian ultimatum to Servia appeared. At this time I was again in Berlin, and I told Helfferich that I regarded the tone and contents of the ultimatum as simply monstrous. . . . On this occasion Helfferich also said to me that the Kaiser had gone on his northern cruise only as a blind. He had not arranged the cruise on the usual extensive scale, but was remaining close at hand and keeping in constant touch. The Austrians, who of course did not expect the ultimatum to be accepted, were really acting rapidly before the other Powers could find time to interfere. The Deutsche Bank had already made its arrangements so as to be prepared for all eventualities. For example, it was no longer paying out the gold that came in."

Dr. Mühlon, who is now in Switzerland, has authorized the Paris *Humanité* to publish the plain-spoken letter which he sent to Dr. von Bethmann-Hollweg, then the Imperial Chancellor, on May 7, 1917, in which he practically renounced his German citizenship:

"Since the first days of 1917 I have abandoned all hope as regards the present directors of Germany. Our offer of peace, without indicating our war-aims, the accentuation of the submarine war, the deportation of the Belgians, the systematic destructions in France, and the torpedoing of English hospital-ships, have so degraded the governors of the German Empire that I am profoundly convinced they are disqualified forever for the elaboration and conclusion of a sincere and just agreement. . . . The German people will not be able to repair the grievous crimes committed against its own present and future, and against that of Europe and the whole human race, until it is represented by different men with a different mentality. . . . As a man and as a German who desires nothing but the welfare of the deceived and tortured German people, I turn away definitely from the present representatives of the German régime."

UNHOLY ASPECTS OF THE HOLY WAR

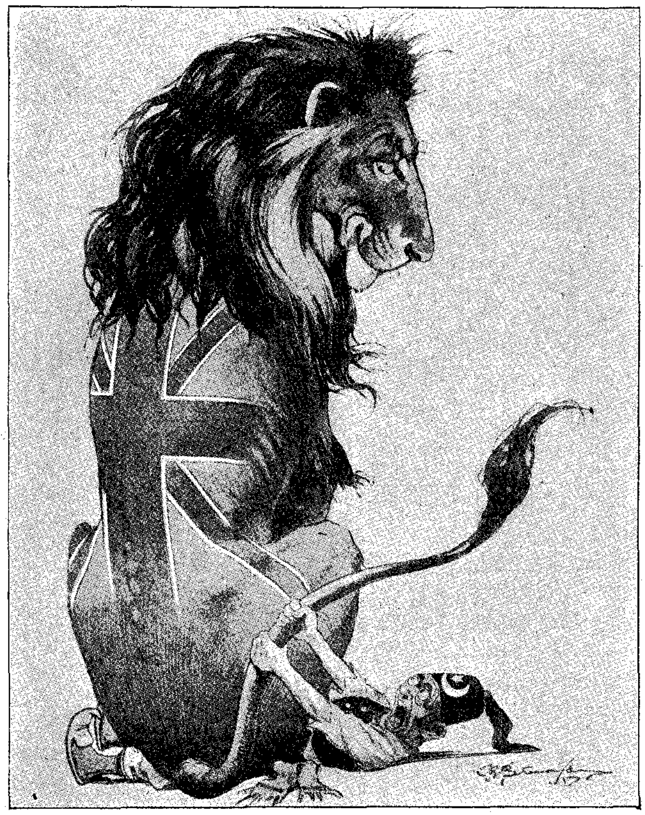
INSTEAD OF HOSTILITY, open arms welcomed the Allies upon their entrance into Jerusalem, and press dispatches tell us that since their advent the Holy City has been cleaner, quieter, and more prosperous than it has been for centuries. What conditions were like there under the Turkish war-régime we can gather from an article by Khalil Bidas, a well-known resident of the city, in the Jerusalem *El Kowkab.* He writes:

"When Turkey declared war all subjects of enemy Powers were promptly arrested—the consuls, churchmen, and merchants who had been domiciled for many years in the country. They were marched off like criminals to Damascus and were then scattered through northern Syria and Anatolia. It was considered that these unfortunate non-combatants were to be deemed prisoners of war. They were, therefore, treated with the utmost harshness and harried from pillar to post, many of them dying in cases where they had not the strength to endure those slow methods of killing for which the Turk has a notorious genius.

"A little later the patriarchs, bishops, and other administrative officials of the Christian community were hustled off on the tender pretext that their valuable lives must be protected from the approaching enemy. All this was done to overawe the local Moslems, to induce them to support the Holy War, and to stimulate their fanaticism.

"The Turkish Government closed up all the schools and charitable institutions conducted under the auspices of Great Britain, France, and Russia, and later on of Italy and America. They took possession of the churches, school buildings, and offices, and looted them of all objects of interest and value. If the authorities had kept these things themselves it would have been comprehensible, but they turned the blind eye while the soldiers and the mob rifled libraries and museums and sold priceless objects in the bazaars for the smallest trifle.

"They closed up the convents of the nuns, driving them out into the country and scattering the foundlings, those hapless orphan children who had no refuge and knew no other parents than these devoted women."



JEE-RUSALEM ! !

—*Passing Show* (London).

But the Sultan's proclamation of a *jahad*, or Holy War, seems to have fallen very flat with the local Arabs, who were not at all gulled by the appeal to fight for the faith. Khalil Bidas writes:

"The Government by every means in its power did its best to stimulate the *jahad.* It let it be known that it was anxious to institute a corps of 'warriors of the faith' by voluntary recruiting. But the appeal failed, and none of the Arabs hastened to join the war, knowing very well that the Government was not sincere and that the *jahad* was not on behalf of the faith, but of the Germans. *Fetwas* issued by the Sheik-ul-Islam about the Holy War were disseminated everywhere, and a flag which they described as 'the sacred standard of the Prophet' was trotted about from one place to another. This flag was brought to Jerusalem and the whole population had to go out to meet it, tho they knew well enough it was not the Prophet's standard in reality."

The condition of the local press was pathetic. The writer says:

"The writers in Syrian newspapers attained great proficiency in disseminating lies and concocting news. We were told that the King of the Hedjaz had fled from Mekka and was wandering hopelessly in the Hedjaz, being abandoned by the Arabs, who had rallied to the Sultan *en masse*—that the Sultan of Egypt had fled from Cairo, hotly pursued by the Ottoman Army, which hoped to catch him at Alexandria before he embarked for Europe as a fugitive.

"As regards the war in Europe, our papers teemed with absurdities of every kind. At a very early date the Germans took Paris, and the Turks and the German community in our district held festivities with flag-wavings and fireworks on a profuse scale. The German *Zeppelins* had destroyed London, and the population was seeking safety by flight in all directions. The Hindus, Afghans, and Persians had declared war against Great Britain and Russia, the Moroccans, Algerians, and Tunisians against France, the Sennussi against Italy, and the Mexicans against America."

Absentees and refugees seem to have had a bad time so far as their property and the remaining members of their families were concerned. Khalil Bidas says:

"The military court at Aaliya issued summonses to hundreds of Syrian notables living in Egypt or America or refugees in Cyprus or Europe. The court allowed them ten days in which to make their appearance, and all persons cognizant of their place of residence were required to communicate their information to the authorities. As the defendants had not appeared at the expiration of the term, the court delivered judgment, confiscated their property, and cruelly misused their families and all who had the least connection with them."

GENEROUS AMERICA—The English papers are filled with appreciative tributes to America for her aid in the German drive. The London *Everyman* writes:

"American action in this critical period has been of enormous moral and material help to the Allies. We print elsewhere an article in which a distinguished American tells of the spirit and attitude of his countrymen at this moment. President Wilson's decision to allow such of the American regiments in Europe as can not be used in divisions of their own to be brigaded with French and British units so long as the necessity lasts is an example of whole-hearted cooperation that reflects the strong and resourceful statesmanship which President Wilson has so often displayed. It brings to ourselves and our French allies more efficient and immediate help than could come in any other way, and it is the most convincing proof that could be given of the part that America means to play in the war.

"Only after more than three years of warfare have we ourselves been ready to give the direction of our armies to a foreign general. America is much farther removed from the scene of conflict, but with a sense of realities that compels our admiration she has made an even greater sacrifice of legitimate national pride. Her troops, which are not sufficiently trained to fight as divisions and army corps, will form part of the seasoned divisions of their allies 'until such time as they have completed their training and General Pershing wishes to withdraw them in order to build up the American Army.' That a high-spirited people, naturally proud of its own distinctive part in the war, should consent to this pooling of resources is an example to the world and a splendid augury for the future of international cooperation."

The London *Daily Chronicle* says:

"Ranged solidly behind their President, the American people are straining all their gigantic strength to achieve the common end. No stone is being left unturned by them to fulfil the double task of feeding the Allies and reenforcing the combatant front."

SCIENCE - AND - INVENTION

HENRY FORD ON VICTORY BY TOOL-POWER

HENRY FORD TELLS US that we can win the war if we will only throw into the balance the whole weight of our industries and tool-power. In an article contributed to *The American Machinist* (New York, April 11) "Uncle Henry" assures us that the victory will be to him who musters the best machinery; for this war is "the greatest engineering feat the world has ever known." Thus it behooves us to see that our factory-management is perfect and that our use of machinery is the fullest possible. Moreover, we must organize to concentrate our industrial resources upon essential war-work. What we need, Mr. Ford says, is leadership and labor, working in confidence and harmony. He himself has given a striking example of how production may be increased without strikes or wage-discussion; and he is entitled to speak with authority. He writes:

"The United States produces half the steel and half the coal of the world. Converted into machinery of warfare, this would be decisive on the West front.

"Russia, with man-power of 185,000,000, was almost entirely lacking in machine-power. She mobilized 15,000,000 men, but she sent them into battle poorly equipped, armed with obsolete rifles, small-caliber guns, and in many cases only with clubs. This poorly equipped and poorly armed army was pitted against the vastly superior rifles, machine guns, and large-caliber cannon which were turned out in vast quantities by great factories and a highly organized railroad system in Germany.

"Russia lost 5,000,000 men and her power collapsed.

"The lesson for us is that not numbers nor latent resources, but better machinery and better organization are decisive in warfare.

"Trenches can be conquered and the stalemate of the West front broken if we develop and use the right machinery. For a long time in the Middle Ages castles were impregnable when men attacked them with spears and catapults, but they fell easily to the new tools using gunpowder. To me it seems out of place to send men with bare bodies and rifles against trenches of concrete fortified with barbed wire, machine guns, and cannon. A small tank can be made for attack that will carry two men and a machine gun with armor protection strong enough to resist the hail of machine-gun bullets and shrapnel splinters. Such tanks, if standardized to one model, could be produced at the rate of one or two thousand a day. Once production was started ninety thousand tanks could be made in three months. Distributed equally along the West front, this would place one tank every eighteen feet. In each tank two men shielded by armor-plate with a machine gun would have the offensive power of fifty soldiers with rifles. That advantage would come from possession of the better piece of fighting machinery. Soldiers would stand in line to have a chance to attack in such outfits.

"In our food-problems also we have failed to realize that the solution lies in the increase of tool-power on the land. The farms of England, France, and America have been drained of their men, first to fill the armies, then to fill the munition-factories, so that to-day food-production lags. For three decades men have been leaving the farm to get to the easier work of the factories and on railroads where engine-power has removed the drudgery of heavy muscular labor. The curse of Adam to 'labor in the sweat of the brow' still rests upon farm-workers. It remains for America to carry engine-power to agriculture. Until 1850 harvesting and threshing were done by human muscles using sickle, scythe, and flail. Then America invented the binder and harvesting-machine and shifted these two tasks to the animal. To-day America must substitute engine-power for human and animal muscles on all kinds of farm-work.

"A tractor-engine will plow, harvest, seed, pull binders, make hay, cut ensilage, pump water, churn, and do the chores of the farm. It will multiply the power of every farm-worker and give him new joy and pride in his work. It will keep the boy on the farm. With the aid of tractors a reduced number of farm-laborers can still produce a full crop.

"One tractor sent to France or England now will produce fifty times its weight and bulk in wheat and food this year. One ship carrying tractors now is as good as fifty ships carrying food next fall.

"In a properly organized factory running on one model an ordinary workman can build a tractor in fifteen days, and each tractor will add the working-power of two or three men to a farm during the whole year. Fifteen thousand men can produce one thousand tractors a day, or three hundred thousand tractors a year.

"We shall get more food not by bookkeeping and clerical regulation in the cities, but by the use of more and better machinery on the land."

But success in producing great quantities of industrial output from our factories will never come, Mr. Ford says, from absentee control. This can never get the best out of the factory. The heads of industry must live close to their work; they must know metals and machines and be ready to give every man a square deal. He goes on:

"Men don't work for money alone. Ten dollars a day will not hold men in some places. The things of life that are worth while make the strongest appeal to the workman. Above all, he must have something to hope for in the future. There must be something in the plant, in the business, that he can tie to and look forward to. Many war-plants are having labor troubles because the men know that the business is built on a speculation for a quick profit and will be dropt. Such plants offer their workers no hope.

"The ease with which we have been able to increase production at the Ford plant was due largely to the willing cooperation of a vast army of workers. We have had no strike; no wage discussion. Our men have willingly, eagerly turned to every task that has been set for them. They deserve credit for most of the progress that we have made in the production of ships, tractors, and airplane parts. They know that the company is not seeking profit from war-work. Corporate and business leadership that measures its success by war-profits in the balance-sheet can not object if workmen take the same view-point. Profiteering breeds distrust and antagonism. Yet to-day smooth team-work between labor and leadership is needed for the very life of our nation. To-day every man must lose himself in order to find with his fellow men his soul anew in the nation.

"Our democracy is on trial. Can our institutions bring out the latent energies of our people and the moral forces of discipline and order? Can we subordinate individual selfishness and profiteering to the welfare of the group? If so—and I am sure that we can—we shall win the war. We know that armed robbery and land-grabbing belong to the primitive ages; to-day civilized men take their cases to court. In supporting President Wilson's national policies we stand for a reign of justice and right among nations. With him we are fighting for the birth of a new-world order based upon the rights of the common people."

A RAT CENSUS—Some interesting figures about the rat population of Kansas, compiled for the Federal Food Administrator of that State, are quoted in *The Scientific American* (New York, March 30). Says this paper:

"Working with figures of European rat surveys made just before the war, it is estimated that the rat population of a city like Wichita is probably equal to the human population, while in the country districts there are at least ten rats for every person. A fair estimate would give 3,000,000 rats for Kansas, each requiring $2 worth of food a year, a $6,000,000 loss. Practically all the rats in Kansas, however, would have to work one year to effect the destruction represented by the careless handling of eggs in that State, for it is estimated that careless handling, storing, and shipping cause the destruction of one-fourth of the State's total egg output, or a loss of $5,000,000."

SPEED UP THE ROADS!

THE CONSTRUCTION of military and market highways by the Federal Government this year is urged by an editorial writer in *Municipal Engineering* (Chicago), who regrets, however, that no plan for carrying out this policy has yet been formulated. In other words, he says, the Government has "good intentions," which are necessary, but not sufficient. The same lack of coordination, which, he charges, has hampered so much of our effort since our declaration of war, will, he asserts, endanger the road program unless an informed public opinion demands the speedy formulation and execution of a working plan. He writes:

"The policy of the Federal Government, as it relates to highway construction, is rational. In line with a request made by Secretary McAdoo, Secretary Houston, of the Department of Agriculture, which includes the office of public roads, has determined that so far as is practicable the Federal aid funds shall be applied during the working season of 1918 only to the construction of such roads as are vitally necessary to improve the transportation system of the country, or to make feasible an increased output of important agricultural products. No fault is found in this general statement of policy.

"Now, how is it proposed to apply this policy through a working plan? The first step was the issuing of an order by the Director of the Office of Public Roads and Rural Engineering to district engineers that they take up with the State highway departments in their districts the question of formulating a program for the expenditure of all such funds as are available for the working season of 1918 and such additional period as may be required. It was stipulated that all projects, whether approved or pending, and any additional projects desired by the State, should be included. State highway departments were requested to conform as nearly as possible to the announced Federal policy. A supply of schedule forms indicating the information desired was furnished for the use of the highway departments in preparing their program. The Director stated that this information should be had at the earliest possible moment.

"That order was issued on January 11. On February 6, almost a month later, the Director stated that 'up to this time only a very few of the States have submitted their schedules.' The State highway departments can not escape criticism for this delay. The Director said moment, not month! If even the newest of the State highway departments can not pass on this matter in a month, what sort of delay shall we expect when the State reports reach Washington and the problem of connecting highways for interstate traffic is taken up? The State departments should be galvanized into greater activity. . . . A great emergency is upon us. We haven't all summer to figure on these roads; we must build them! The reports, complete as to broad essentials and as complete as to details as practicable, should be returned to Washington now.

"When the State reports are returned to the Office of Public Roads they should be connected up and correlated in the briefest possible time and a comprehensive national highway construction plan formulated. This should be left to the Office of Public Roads, and all other government agencies should keep their hands off the planning. This includes Congress. . . . Since the Department of Agriculture is working on the plans, to have the Department of War take up the same problem would merely make for delay.

"When the plans are completed, the next move must come from Mr. McAdoo, Secretary of the Treasury and Director-General of Railroads. In the first capacity he should see that Federal aid funds are released for use on the construction of designated highways and that the Federal Reserve Banks shall specify highway construction as a war-essential, thus lifting the ban that has rested on the sale of road bonds. This will enable State and county authorities to raise funds to match the Federal funds dollar for dollar, and also to construct other highways held essential, tho not granted Federal aid.

"The delay of the States in reporting back their road plans to Washington is regrettable, but not fatal. A prolonged delay in Washington in considering these plans, and in removing restraints to their execution, will be fatal, absolutely so, to the construction of essential military and market roads this year. Such a delay the public must not tolerate."

"ONE-PIECE" MEALS

THIS CATCHY PHRASE has been coined by Mary R. Merriman to describe a meal consisting wholly of a single dish. "We like these meals in our family," says Miss, or Mrs. Merriman, in *Table Talk* (Cooperstown, N. Y., April), "and they save lots of time." The meals, however, are not all strictly "one-piece"; for the addition of bread and butter, crackers, or dessert is occasionally suggested. The writer would probably point out that these extras may be stirred in with the other ingredients of the dish, if desired. The elements of most of the "one-piece" meals would often make a course dinner, if cooked and served separately. Take the following recipe for what the writer calls "goulash," altho confessing that she has no reason to believe that it really merits the name. There are five ingredients in it, including meat and vegetables. We read:

"In a buttered pan I put a layer of sliced raw potatoes, then a layer of sliced onions, over that a cupful of uncooked rice, then a pound of Hamburger-steak spread thinly, and on top of all about a pint of canned tomatoes. The juice from these will form wetting enough for the whole. Season the layers with salt and pepper to taste, and bake in a covered dish in a moderate oven for one hour, uncovering to brown.

"This goulash makes a hearty dinner for six people, with the addition of bread and butter.

"Then we have 'Mulligan.' I buy a cheap stew of beef, about three pounds, which I cut into pieces two or more inches square, and brown in hot drippings. Then I cover with water and simmer slowly in a covered dish, for about two hours. An hour before it is done I add onions, carrots, and potatoes, cut into medium-sized pieces, and continue cooking until dinner-time.

"I thicken the stew with flour, and serve either in one dish, or with the vegetables in different dishes.

"We often make a meal of chowder, preferably fish. There are so many recipes for chowders that I will not give them here.

"Chowders need nothing except crackers or *croûtons* to make an entire meal.

"Last summer, when I was canning everything I could lay my hands on, I cut up a good many odds and ends of vegetables together, and canned them for soups. Now, I buy a soup-bone with some meat on it, make a soup, and add a pint of these canned vegetables, and have a whole meal—meat, vegetables, and soup combined.

"Don't let me forget a new acquisition—my meat shortcake. It's just a shortcake crust, baked in two layers, and the filling is chopped-up left-over meat of any kind, with plenty of gravy.

"My! but there wasn't a morsel left of it, and they cried for more. That same shortcake may have a filling of creamed fish or any creamed vegetable. This makes a whole meal without bread.

"There are, of course, many old standbys for one-piece meals, such as pork and beans, pancakes, waffles, fritters, mush and milk, and others. Every one knows of these and uses them.

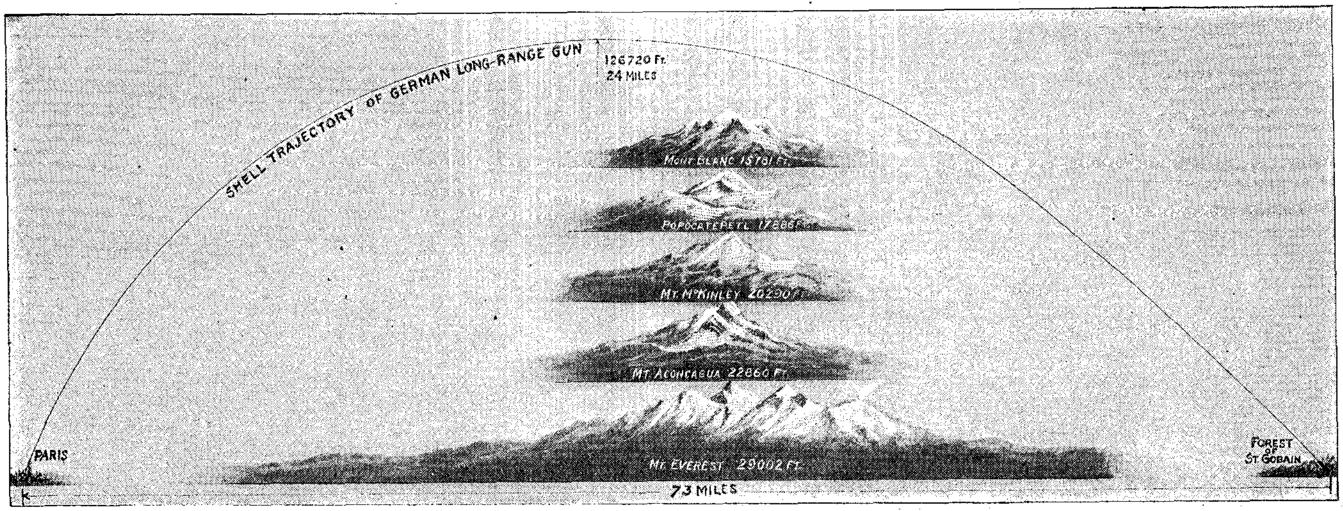
"Any one who wishes a dessert with these meals can plan one that is prepared in the same manner as the meal; if you are baking your meal, put your dessert into the oven, and save fuel.

"Serve fruits or easily prepared puddings instead of rich pastries.

"I am rather elated over one kind of meal that I cook, that I call my steamed dinner. I have an ordinary round steamer that will contain five tin cans, such as come with a pound of certain brands of coffee.

"In one can I steam a salmon loaf (any other kind of loaf will do equally well), in another a loaf of brown bread, in the third corn-meal mush, in the fourth rice, either plain or sweetened for pudding, and the fifth is available for anything. I can warm up a canned vegetable for dinner, or another loaf of bread.

"I peel potatoes and cook them in the water underneath the steamer. These different dishes all require about one and one-half hour's steaming. The corn-meal and rice should be opened and stirred once or twice while cooking. The corn-meal mush is ready to turn out for frying for the next breakfast. These pound cans will hold enough to serve six people."


SHELL TRAJECTORY OF GERMAN LONG-RANGE GUN
126720 FT.
24 MILES
MONT BLANC 15781 FT.
POPOCATEPETL 17888 FT.
MT. McKINLEY 20290 FT.
MT. ACONCAGUA 22860 FT.
MT. EVEREST 29002 FT.
PARIS
FOREST OF ST. GOBAIN
73 MILES

Copyrighted by Munn & Co. Inc. By courtesy of "The Scientific American," New York,

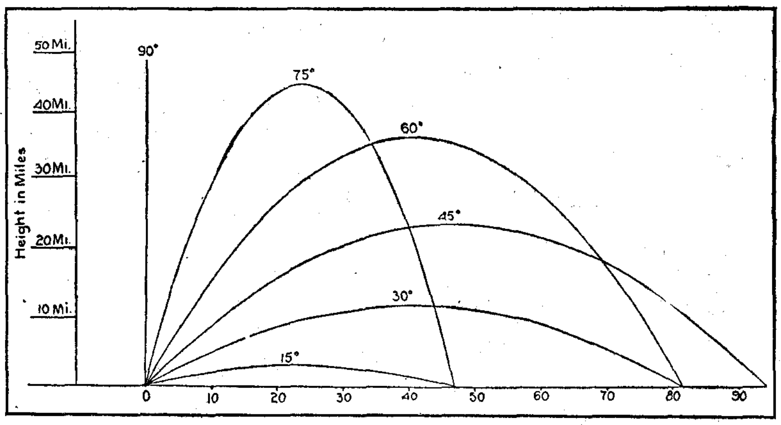
THE HIGH WAY TO PARIS: APPROXIMATE PATH OF SHELLS FROM THE GERMAN LONG-RANGE GUN.

THE BIG GERMAN GUN

THAT A GUN HAS BEEN BUILT capable of throwing a shell seventy miles is proof that the Germans can "do stunts"—something we have known for some time; but its success depends on no new scientific principle and indicates no noteworthy advance in engineering. Its accomplishments are wholly spectacular. This seems to be the verdict of the technical press, which is content to leave the sensational exploitation of the latest German feat to the daily papers. *The Scientific American* (New York) dubs it "a freak gun for a foolish purpose," and believes that "frightfulness" was its sole object. It "was conceived, built, and is now operating, because the Prussian, even at this late day, is possest with the idea that he can frighten people into submission." It is a fact, this paper goes on to say in a leading editorial, that this gun, which is receiving a great deal more advertising than it is honestly entitled to, is of practically no military value. Writes the editor:

"The construction of a gun capable of throwing a projectile seventy miles and more is, of course, on the face of it an engineering feat of magnitude, proper credit for which we would be the last to withhold. The principles, long understood, which govern the building of such a weapon are explained in an article on another page of this issue. But this gun was designed to be, and the Prussians believed it would prove to be, an instrument of terror, a dramatic and awe-inspiring demonstration of the fact that the German arm is long, can reach far, and strike hard.

"So the superman set out to build a supergun with which to strike superterror into the hearts of his enemies. And everything has come through strictly according to plan and schedule—except the terror. However, the Prussian, judging from dispatches, has at least afforded some entertainment for the good citizens of Paris, and has added, in a sense, to the gaiety of nations at a time when a touch of humor such as this is only too welcome."



HOW LONG-DISTANCE SHOOTING DEPENDS ON THE ANGLE OF FIRE.

Showing range in miles of projectiles with muzzle velocity of 4,000 feet per second, air resistance being disregarded.

In a descriptive article on another page this same paper asserts again that the long-range gun has a value more spectacular than military, that the principles governing its construction have been familiar to artillerists, and that the materials have been available, for years past. To quote further:

"The Allies have not built any such gun, for the reason that there was no military use to which it could be put. Furthermore, its unwieldy length and weight, its great cost, and its very limited life, due to erosion, have been recognized as rendering it, when built, an impracticable weapon under the existing conditions of warfare, either on land or sea.

"The construction of an enormously costly gun, such as this, can be justified only if it is highly efficient; and a gun that shoots so far that it is impossible to plot the fall of the shots is so inefficient as to be practically valueless. No airplane would be allowed to circle over Paris for observation, and if it could do so, its wireless would not carry to the gun.

"The feat of throwing a shell over seventy miles is unprecedented and sensational; but the design and construction of such a gun do not call for any radical changes in the theories, materials, or practise of gun-construction. If we could visit the emplacement, we should find there, probably, a built-up, rifled, steel, 9½-inch gun, that differed from the ordinary high-powered, high-velocity gun only in the great size of its powder chamber and in the great length of the bore.

"The Allied nations could have built such a gun, built a dozen of them, if they had wished to do so. But seeing that they are in this war to smash Prussia, and not to play to the gallery, or to do circus-tricks, and certainly not to practise frightfulness, they have been content to build guns that would hit their military objectives up to the limit of distance at which observation of the target is practicable.

"So far as the gun is concerned, the distance to which a shell of given caliber and weight can be thrown depends upon the velocity with which it leaves the muzzle of the gun; and the muzzle velocity depends upon the size of the powder charge, the mean pressure of the powder gases upon the base of the shell, and the time during which this pressure is exerted, which last condition depends on the length of the bore.

"So that when the German or Austrian artillerist, or whoever it was, had decided to use a 9½-inch shell, all he had to do was to select his powder, and then design a 9½-inch gun with an unusually big powder chamber and a sufficiently long barrel to secure a sufficiently high muzzle velocity to carry the shell to Paris, a distance of over seventy miles.

"The construction of the gun would not present any special difficulty, except that the great length and weight of the barrel would cause it to sag or droop at the muzzle. To prevent this, the gun has either been stiffened by a vertical truss, or (and this is more likely) it is mounted for its full length upon the sloping face of a concrete base, inclined at 43½ degrees—the angle of elevation which gives the greatest range. In this case, the gun can neither be elevated nor traversed—and, theoretically, the shots should fall, practically, in the same spot. This, according to dispatches, is exactly what is happening—the dispersion of the shots being due to varying atmospheric conditions, and not to intelligent aiming of the gun."

THE WORLD GROWING WARMER

ANTARCTIC EXPLORATION has established the fact that the great cap of ice over the south pole is shrinking. This means, we are told by Dr. Marsden Manson, of San Francisco, writing in *Science* (New York), that the gradual disappearance of the Age of Ice is still going on, the polar ice-caps being the existing remnant of the great ice-sheet that once covered a large part of the earth's habitable surface. If this is true, the forces that caused the Ice Age to disappear are still at work, and explanations of that disappearance invoking some special force or some great catastrophe must be incorrect. It is also evident that if the antarctic continent is being slowly uncovered, a new habitable region will ultimately be offered to the human race. The importance of this to the world's future history can scarcely be overestimated. The retreat of the glaciers and snow-lines in our own latitudes is also uncovering land that may prove usable. Says Dr. Manson:

"Recent antarctic explorations and researches have yielded significant evidence regarding the problems of the Ice Age and of the similarity of the succession of geological climates in polar with those in other latitudes.

"The data secured by these expeditions are alone sufficient to establish the following premises:

"1. That antarctic ice, altho covering areas several times larger than all other ice-covered areas, is slowly decreasing in extent and depth;

"2. That the same succession of geological climates has prevailed in antarctic as in other latitudes. . . . . . .

"This impressive and conclusive evidence is corroborated by the greater and still more impressive evidences of the comparatively recent uncovering of temperate land areas, and the progressive retreat of the snow-line to higher elevations in temperate and tropical latitudes and toward the poles at sea-level, being far greater in arctic than in antarctic regions. We are therefore confronted with the conclusions:

"1. That the disappearance of the Ice Age is an active present process and must be accounted for by activities and energies now at work, and that the use of assumptions and hypotheses is not permissible;

"2. That the rates and lines of retreat are and have been determined by exposure to solar energy and the temperatures established thereby; and by the difference in the specific heat of the land and water hemispheres;

"3. That the lines of the disappearance of ice are not conformable with those of its deposition, and mark a distinctly different exposure and climatic control from that which prevailed prior to the culmination of the Ice Age;

"4. This retreat also marks a rise in mean surface temperature along these new lines, manifestly due to recently inaugurated exposure to solar radiation and also the inauguration of the trapping of heat derived from such exposure; which process is cumulative and has a maximum not yet reached.

"The researches under the direction of Captain Scott and Sir Ernest Shackleton have therefore . . . pointed out with unerring accuracy the vital conclusion that the same energies which have but recently converted the glacial lake beds of Canada into the most productive grain-fields of the world will in time convert the tundras of to-day into the grain-fields of to-morrow.

"The bearing of this conclusion upon the ultimate development of the human race is so far-reaching in its consequences that the great sacrifice of life attendant upon the prosecution of these researches stands forever as a memorial in the correction of the erroneous and wide-spread conception that the earth is in a period of refrigeration, desiccation, and decay; and establishes the conclusion that it is in the springtime of a new climatic control during which the areas fitted for man's uses are being extended and that the moss of polar wastes will be replaced by rye and wheat."

MONKEY OR BEE?

TO DO TEAM-WORK at the top notch of efficiency part of the time, and to do as one pleases on the profits during the remainder, is the true way to live, according to a social economist who writes in *The Engineering News-Record* (New York, March 21). To achieve this desirable ideal, he thinks, one would have to be half-bee and half-monkey—bee for cooperative work and monkey for individual enjoyment, a combination of socialist and individualist. At present, he says, we have the working socialist, the bee, whose honey some one else eats, and the consuming individualist, the monkey, who does no work at all, but enjoys himself irresponsibly. Some day, he says, this combination of bee and monkey will appear on earth, and then every one will have his personal pile of honey, which will be adequate for his own enjoyment. He writes:

"From the time a monkey opens his eyes in the morning until drowsiness overpowers him at night he is pretty much a law unto himself. He does anything he wants to, when he wants to, and as long as he wants to. A whimsical individualism sums up his philosophy of life. The day's end finds him just where he was in the morning. The tribe—bandar-log, Kipling calls them—respond to any leader of the moment and as quickly quit him to follow another or to fetch up individually with a brand-new, suddenly caught, and all-absorbing idea.

"Like any other philosophy, it is a charming one if you like the net results of it. The monkey does. On the contrary, the bee doesn't. The bee insists on organization by functions. His philosophy is self-sacrificing, vigorous, and stern—a Spartan philosophy applied to production. 'Beeficiency' is the Taylor system raised to the *n*th power; and the bee doesn't get the honey.

"If the bee had sense, he'd maintain his present organization a few hours a day—which would easily supply his wants—and be a bit bandar-logish the balance of the time. But he can not. The reason is because he doesn't think. He's a machine that is a part of a bigger machine. On the other hand, if he did think, he'd immediately tend to become individualistic, and the moment that happened the organization would begin to wabble. There would be argument about how the comb should be built, who should build it, who should boss it, how much honey should go to each; societies for the prevention of this and that would be formed. Social workers must eat; so must bosses; so must societies for the prevention of things.

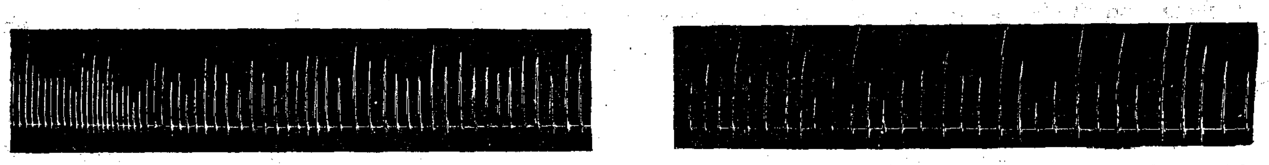
"Nature did not see fit to devise a species having the merits of bandar-log and bee—a sort of bandar-bee."

A bandar-bee, the writer opines, would help us a lot just now. It would be the real "superthing." It would be highly cooperative for a few hours and highly individualistic the rest of the day. It would accept the notion that working together is the answer to the question of maximum production in minimum time; but it would reject the notion that the honey gathered should all go into the hands of a few speculators. It would control distribution with the same efficiency that it used in production. He goes on:

"It would accept the axiom that self-expression is necessary to a thinking superthing—that monkey play in a monkey way is after all the best fun in life. It would approve the bandar-log system, in which the individual in his idle hours may sit on a limb and philosophize, or try a new way of weaving twigs, or join the bunch in a frolic, or play with the kids.

"Obviously the bandar-bee would be a clear and direct thinker. He would be an intense individualist—so intense an individualist that in order to have the maximum number of hours a day for individualism, he would sink his individualism when he came to his production and distribution hours, and be an intense cooperator. He would treat as wasters those super-bees who would work themselves and others without any thought of the monkey play merely to amass a personal pile of honey. There would be piles of honey, adequate personal piles, but not huge ones.

"Individualism and self-interest are about the same thing. The date when the bandar-bee will appear on the earth depends upon the amount of hammering which mankind must undergo to pound into it a realization of the fact that in the long run self-interest can be most permanently promoted by intense and unselfish cooperation in production and distribution."



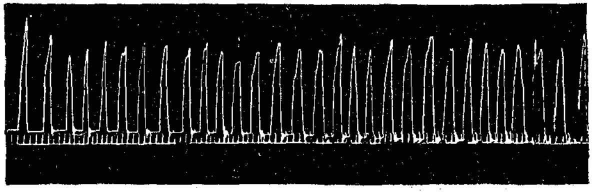
An average record made by a man trying to tap a membrane with uniform force.

A poor record, showing the subject's lack of muscular control of the fingers.

MARKS OF POOR MARKSMEN—THE UNEVEN STROKES BETRAYING UNSTEADY TRIGGER-FINGERS.

WHY IS A GOOD MARKSMAN GOOD?

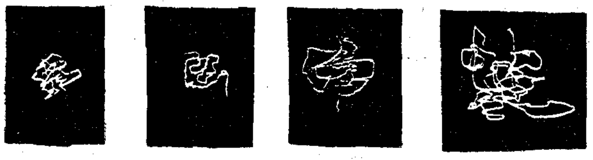
Laboratory tests of a marksman of exceptional ability, to find out, if possible, the qualities that caused him to excel, are described by Arthur I. Gates, of Teachers' College, New York, in *The Journal of Applied Psychology* (New York, March). The marksman was William F. Blasse, of San Francisco, who scored the world's record for free off-hand shooting on the 200-yard range in 1916. The tests were made in the psychological laboratory of the University of California, and Mr. Gates describes devices and results in detail, some of the points investigated being steadiness of muscular control in various positions, accuracy and precision of movement, action of the fingers on the trigger, and speed of reaction to stimulus. The writer summarizes as follows the capacities that the results of these tests seem to show as characterizing a marksman of great skill:



"CALM, SPEEDY, AND UNIFORM REACTION"

In the tapping test shows the expert marksman's complete control of his muscles.

"His vision is not exceptional, altho he has no special eye-defects. It seems reasonable to suppose that for practical shooting exceptionally keen eyes are not essential, and even such eye-defects as myopia, astigmatism, and the like (which may be corrected by proper glasses) are not prohibitive of good marksmanship. Muscular difficulties of convergence which interfere with the movements of the two eyes together need not be a handicap, since many expert marksmen shoot with one eye closed.



THE CHAMPION MARKSMAN STOOD QUITE STILL.

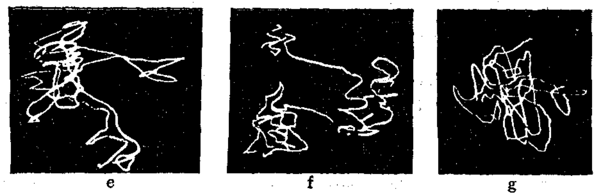
BUT THESE MEN COULD NOT KEEP FROM WABBLING.

STEADINESS MARKS THE SHARPSHOOTER.

These tracings, made by a helmet worn in an "overhead register" steadiness test, show the expert marksman's superior steadiness.

"Muscular steadiness of the members of the body which are brought into action in holding the gun on its mark is of great importance. This was shown by all the tests that were employed. Of special import is the ability to resist the influence of various disturbing factors upon one's steadiness, such as slight distractions, and especially subjective anxiety and autosuggestion. The type of individual who is keenly aware of and disturbed by his own unsteadiness during shooting only increases his unsteadiness thereby. While muscular steadiness is doubtless not absolutely essential to skill in shooting, as evidenced by several good marksmen who are quite shaky, it certainly affords a great advantage.

"A nicety of muscular control of the fingers involved in manipulating the trigger perhaps plays a rôle, altho this function should really be considered in connection with the results of the tests on reaction time. Our expert marksman showed a remarkably fine correlation of eye and hand in these tests. While nerved up, in such a test and likewise in actual shooting, to a high sensitivity, 'breaks' in nervous control did not occur.



IT IS NOT EASY TO STAND STILL.

These tracings were made by subjects under the slightly distracting suggestions (e) of moving to the right, (f) of moving to the left, and (g) of being "awfully shaky."

The ordinary shooter, like the nervous athlete waiting the pistol, often 'jumps the gun,' that is, he pulls the trigger before the sight is perfect, or if he does not do this, he is unprepared when the proper moment comes and the trigger is pulled too slowly. But our expert fails in neither of these respects. His reaction is never premature, and when bead and target are in the proper relation, the reaction is made with dispatch and always with great uniformity. This calm, speedy, and uniform reaction is of utmost importance. Coupled with steadiness of general muscular control, this capacity seems to be essential to obtain skill in marksmanship.

"To what extent is the superiority of the expert in these tests due to training in shooting, and to what extent is it due to native ability—ability possest before practise—is a matter of importance upon which our present data afford little evidence. If we pick out a hundred men at random—say, any hundred of the men conscripted for government service—we would find that a few had received considerable, many a little, and many no previous practise with a rifle. If we wished to select from these a number who are destined after practise to become the best sharpshooters, we must employ tests that divulge native and not acquired ability. It must be admitted that much more work must be done with these and other tests before this matter can be decided with certainty. It will be necessary to test individuals who have had much experience in shooting, but have developed but little skill. If our tests are valid for this purpose, such individuals would do poorly in them. It may be stated, at least, that of the ten subjects besides Mr. Blasse who went through the tests, one whose experience in shooting was considerable was among the poorest in the tests, while one who was the best in most of the tests had shot a gun less than a dozen times during his life.

"It would be interesting to know, also, what influence various habits of life have upon the capacities required for marksmanship. It might be said in passing that Mr. Blasse is a man of good habits. He has never indulged in smoking or drinking. With regard to smoking, data obtained in these tests from one rather heavy smoker are interesting. In the steadiness tests he was poorer than any of the other subjects, and his shakiness was particularly noticeable just after smoking a cigaret. If permitted to wait for twelve or fifteen minutes, his steadiness returned to his norm, however.

"This single record can not be taken to prove that smoking makes one decidedly unsteady, for many other factors must be considered and many other similar tests performed to make certainty of such a statement. The fact may be that the person who is naturally unsteady or nervous may more readily become addicted to smoking."

WAR-TIME-FOOD-PROBLEMS

Prepared for THE LITERARY DIGEST *by the* UNITED STATES FOOD ADMINISTRATION,
and especially designed for High School Use

THE POTATO

IT MUST HAVE BEEN A WISE as well as humorous-minded person who first coined the word "potatriot." As a rule it never pays to analyze a witticism; but in this case there is profit in so doing. For here are nine letters, arranged in a word contained in no dictionary, hinting a large truth and a moral for people to-day: that *the American nowadays who is eating (and growing) potatoes is acting as a patriot should.*

To-day is especially the time to eat potatoes. And the reason why is so intimately connected with our great national task—the task of winning the war—that it needs more than a mere word of explanation.

HISTORY—Corn has been referred to as our most truly national food. But the potato runs it a close second for this distinction. If you trace the origin of the potato back far enough, you find that it was a native of Chile and Peru. Probably early Spanish explorers took specimens of it back to Europe. Anyway, by the end of the sixteenth century it was under cultivation in Virginia and North Carolina. In 1585 or 1586 the potato was introduced in England, but accounts vary as to whether Sir Francis Drake or Sir Walter Raleigh is entitled to the distinction.

For a long time the potato did not prove popular in Europe. Perhaps because of the fact that people did not know how to cook it, there was a wide-spread belief that it was poisonous. And for many years it was grown chiefly as a sort of garden curiosity. But after the middle of the eighteenth century the potato began to come into its own. A series of bad harvests all over Europe caused people to turn to the potato. And from then on it rose into ever-increasing use up to the present day.

But despite its enormous importance abroad nowadays, nothing can change the fact that the potato is American by origin and by initial popularity. That links it with corn, in addition to the fact that potatoes and corn are the two most easily cultivated of staple crops.

POTATO STATISTICS—From its small beginnings in our Colonial days, the potato crop has increased through the centuries, with the expansion of our country and its agricultural resources, until last year the potato crop was the largest in our history. The 1917 statistics show the huge total of 442,536,000 bushels of potatoes. That is, 92,538,000 bushels more than the annual average for the years 1911–1916.

The six States raising the largest potato crops in 1917 were:

New York	38,000,000 bushels.
Michigan	35,910,000 "
Wisconsin	34,998,000 "
Minnesota	33,600,000 "
Pennsylvania	29,532,000 "
Maine	20,250,000 "

Unfortunate crop conditions prevented Maine from reaching its level of some years; but when one realizes that, in addition to those six States, Virginia, Ohio, California, Illinois, Iowa, Nebraska, and New Jersey each raised more than 10,000,000 bushels, and that all the country ran proportionately high, it will be seen why the total potato crop for 1917 was so high.

SURPLUS—Whether, under normal conditions, this country could have consumed that potato crop before the next came in is hard to say. But potatoes, from their bulk, require much space in railroad transportation. And under the congested railroad conditions which existed last winter, coupled with prolonged severe weather, it was impossible to move potatoes so freely as might have been wished. Because of this, as well as because of last year's very large crop, it is small wonder that April 1 found the country with approximately 50,000,000 bushels of potatoes on hand. This is considerably more than is customary.

Potatoes begin to sprout and spoil with the coming of warm weather. To prevent such wastage and to limit the feeding of potatoes to live stock, as large a portion of these potatoes as possible should be used by people before June.

To accomplish this, two things are necessary: the railroads must manage to haul potatoes freely from the producing sections to where they are needed; and every one must eat potatoes freely.

EATING POTATOES SAVES WHEAT—The necessity for eating more potatoes could not have arisen at a more opportune time. As you know, there exists a most pressing need to ship wheat abroad to our soldiers and the Allies. Enough wheat can be shipped only if we all eat other foods instead. *Eating potatoes is one way to make a larger supply of wheat available for shipment.*

Nearly every one has learned by experience that less bread is needed when potatoes are eaten freely. What is more, nearly everybody likes potatoes, and it comes natural to eat them.

Nor need people fear that an increased use of potatoes means monotony. Boiling is only one way of preparation. They can be baked, roasted with meat, creamed, hash-browned, fried (preferably with vegetable fats), mashed, or eaten cold in salad. In fact, one wise housekeeper declared that there are forty-nine ways of serving potatoes. Of all vegetables, probably the potato can be prepared with the greatest variety.

FOOD VALUE—As for nourishment, it must be remembered that the potato is rich in starch. And you will recall the fuel value of starch. Indeed, one medium-sized potato will take the place of one large slice of bread, or two-thirds of a cup of cooked corn-meal, or three-fourths of a cup of cooked rice. What is more, the potato contains mineral salts valuable to the body. Such salts are chiefly in the potato-skin or lying close to it. For this reason people are urged to cook potatoes without removing the skin, or if they are pared to make the paring as thin as possible. If potatoes are properly cooked they do not lose food material or take up water, whereas cereals take up from two to four times as much water as they originally had.

These are reasons for eating potatoes *at all times.* But *to-day* eat them instead of bread. Eat them so that a greater amount of wheat may be shipped overseas. Eat them to keep the quantities of potatoes still in the producers' hands from being wasted. Potatoes themselves can not be shipped abroad because of their bulk. Therefore, *for every reason eat as many potatoes as possible nowadays.*

LOOKING TO THE FUTURE—Nor does the problem end with the present. All should think of the farmer who is so situated that he would naturally like to grow potatoes in the future. If there is insufficient demand for the potatoes he raised in his last year's crop, or if he is unable to market them at a price which will enable him to cover his expenses, he can not justly be expected to undertake this year's crop with any great enthusiasm. And all who wisely study future food-conditions agree that it is essential that farmers, as well as war-gardeners at home, should grow a large crop of potatoes this year.

Thus, to-day there are three great reasons for eating potatoes more than ever: (a) *to increase the supply of wheat needed for winning the war;* (b) *to save an available foodstuff from waste;* (c) *to encourage future production.*

Is it any wonder, therefore, that the potato-user nowadays is dubbed a "potatriot"?

QUESTIONS FOR DISCUSSION

1. Explain in detail the exact wheat situation and wheat need, and tell how potatoes can help solve the problem.

2. How many ways of serving potatoes have you heard of? How many are used in your home?

3. What are some of the causes of railroad congestion and imperfect transportation of foodstuffs.

4. Consult the articles on food-transportation printed here last December. With these as a basis, explain how the free movement of potatoes may have been hindered by railroad congestion and by severe weather.

5. Have you been, and are you, eating more and more potatoes nowadays? Is your family?

6. Is your family going to raise some potatoes this summer for use next winter? Is there any good excuse for not doing so?

LETTERS - AND - ART

DEBUSSY'S HATRED OF WAGNER

FRANCO-GERMAN ACRIMONY was symbolized by Debussy's aversion to Wagner. How much we owe Debussy's whole-toned scale to his loathing of Wagner's *leitmotifs* it will be difficult to say. The Frenchman sat out a series of the "Ring" at Covent Garden, and his comment, quoted by *The Westminster Gazette*, was—"How insufferable these people in helmets and wild beasts' skins become! At each and every appearance they are accompanied by their *leitmotifs*, and sometimes sing them themselves. It is as if a harmless lunatic were to present you with his visiting-card while he declaimed the inscription on it." The Milwaukee *Free Press* notes after the death of Debussy, which occurred at Paris on March 26, that "he probably had more imitators in other countries than any modern composer except Wagner." The Milwaukee paper goes on to surmise that "this was due in part to the very fact that he reacted against the German artist, and was seized upon by the opponents of the Wagner school." Further west, in an atmosphere not predetermined to admiration of Wagner, we find—in the San Francisco *Chronicle*—something like devout thankfulness for the fortunate intervention of this rare Gallic spirit:

> "The importance of Debussy's work in the world is not equaled by any living composer. He brought new material to an art which was languishing in the repetition of effects created by Wagner and endlessly repeated by his followers. The value of these innovations is not debatable, since they have been adopted by all creators in tone. No one who owns a piano or sings is entirely free from the influence of this master, whose theories in part have become the working material of all creators in tone, ranging from Puccini, who candidly admits it, to Strauss, who does not.
>
> "Perhaps the most important service Debussy has rendered the world was accomplished when he showed French composers a way from under the Titanic pressure of Wagner's weighty music dramas, and, by leading the French composer to the contemplation of his racial sources of inspiration, brought about the present complete emancipation of French musical art from the thraldom of Teutonism. For years, in his literary as well as his musical output, Debussy was a David of agility and fearlessness against the Goliath of German music, and he lived to see the time when his still, small voice of suggestion and insinuation made itself heard against the noisier dithyramb of German music. He opposed Wagnerian art—but not as an art. He resented it when French creative genius accepted it as a standard for France. In this success the world in general, and America in particular, will remain debtor to Debussy, because he directed attention to the idiom of his own people as the characteristic to be developed instead of slavishly following the formula set up by other peoples living under other conditions and developing other qualities and ideals.
>
> "With an esthetic appraisement of the music of Debussy the world is not now concerned, but it is interesting to reflect that the criticisms urged against him are couched in identically the same technical patter which was directed against Beethoven, and, before him, Mozart; while critics still live who thought they disposed of Wagner in paragraphs which now they merely copy and address rebukingly to Debussy.
>
> "In the forces that have been fighting for France and the perpetuation of her dauntless, poetic, and capricious spirit, few men, even heroes on the battle-fields, will have exerted an equal influence with Debussy, who fought a good and valiant fight for the right of self-expression."

Courtesy of "Musical America," New York.

DEBUSSY.

"He brought new material to an art which was languishing in the repetition of effects created by Wagner."

It was apparently enough for Debussy to assert his own individuality without showing too much animus toward his predecessor. Mr. John H. Raftery quotes him in *The Telegraph* (New York), as writing in 1903, "as years roll by Wagner's somber and disquieting shadow lessens and grows dim." He has stept into Wagner's place as the leading influence in music of recent years. His conquest of the critics was not immediate any more than Wagner's was. The Brooklyn *Eagle* quotes Mr. W. J. Henderson, of the New York *Sun*, as once saying that Debussy was the man "who has taken from music melody, rhythm, and tonality and left only atmosphere." Such a scathing sentence *The Eagle* thinks Mr. Henderson would not dream of using to-day "as a summary of Debussy's influence." It adds: "Debussy did much more than 'leave' atmosphere in music; he put it there. He put in so much atmosphere that he was able to vitalize that pallid vision of Maeterlinck, 'Pelléas et Mélisande.'" To-day, now that all are at work summing up Debussy, Mr. Henderson tries even to outdo one of his *confrères* in the field of music criticism. In *The Sun* he writes:

> "If we pause to inquire what artistic ideal stands before the mind of such a master perhaps we can best define it by turning to the view of a master in another field. In his 'Lucerne' Tolstoy wrote:
>
> "'Neither on the lake nor on the mountains nor in the skies a single straight line, a single unmixed color, a single point of repose; everywhere movement, irregularity, caprice, variety, an incessant interplay of shades and lines, and in it all the reposefulness, softness, harmony, and inevitableness of beauty.'
>
> "Such a description could be properly applied to the artistic ideals of Debussy, in whom Lawrence Gilman sees a blend of Verlaine, Mallarmé, and Rossetti. Verily the present writer thinks there is more than this in him, for his music is a translation of the visions of the whole Preraffaelite school."

Mr. Henry T. Finck, of the New York *Evening Post*, combines the personal with the critical and goes to Miss Mary Garden, the most famous of the *Mélisandes*, for a glint upon the man in recent years:

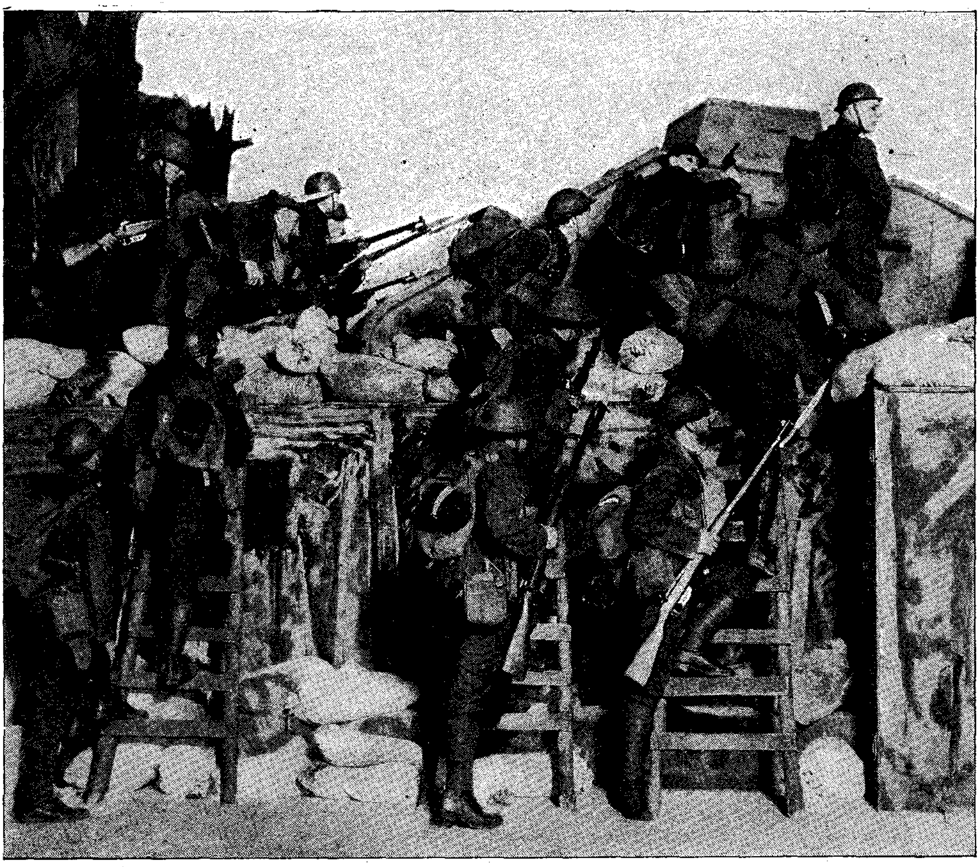
> "When the late Claude Debussy's opera, 'Pelléas et Mélisande, was produced in New York by Oscar Hammerstein, opinions as to its merits were greatly divided. The extremes were represented by Paderewski and Mary Garden. To Charles Henry Meltzer, Paderewski, who likes, and occasionally plays, the same composer's piano pieces, said: 'Abominable rubbish—yes, rubbish. The very negation of music. Nothing. Bah! Less than nothing. All the good there is in the opera is what Maeterlinck lent it—its atmosphere.'
>
> "On hearing this verdict, Mary Garden exclaimed: 'So Paderewski does not like Debussy. I am not surprized. The

two men are as different as their music. The only good thing in "Pelléas et Mélisande" is Maeterlinck's atmosphere, is it? How curious! Now, I was under the impression, after appearing sixty-eight times in the opera, that the exact opposite was true. Why do I rave over "Pelléas"? Because I regard it as the most wonderful opera in the world—a creation of genius—unlike everything that has preceded it in music.'

"Mary Garden further remarked:

"'I know Debussy well. I knew him when he was quite poor, living in three small rooms, on next to nothing, with a dear wife who used to save and scrape for him while he was composing his opera.

"'And now. How changed he is. Rich, horribly rich, famous, spoiled by fortune. He has remarried, too. His present wife has millions—millions of francs, I mean. He entertains. He enjoys himself. But he has ceased to compose great operas. Will he ever do anything great again? That is what many are asking one another in France at this moment. Prosperity is sometimes a disaster to an artist. Debussy needed the spur of poverty to bring out his genius.'



THE TRENCH SCENE IN "GETTING TOGETHER."

Designed by Clifford Pember.

There was "genuine appeal" in this play as contrasted with "the silliness and vainglory" of most of our war-melodramas, and "even viewed by the standards of a frankly commercial theater," it was more successful.

"This seems only too true."

BACON RESUSCITATED IN AUSTRIA—As tho we were not already receiving attention enough from the Teutonic nations, we learn from a tolerably recent issue of the Berlin *Tageblatt* that they are seriously setting to work to propagate one of our own foibles—the Baconian theory of the authorship of Shakespeare's plays. While they busy themselves with donning our cast-off literary clothes we shall be grateful for respite in other respects. The *Tageblatt* announces:

"An 'Austrian Shakespeare-Bacon Society' has been instituted in Vienna at the instance of Hofrath Alfred von Weber-Ebenhof. According to the prospectus before us it is clearly in mind to reinstate the hypothesis, which was first put forward by the American, Miss Delia Bacon, and found in Germany its most active proponent in Edwin Booman, to the effect that the philosopher Francis Bacon was the author of the Shakespeare dramas. The new society will support this hypothesis by means of historical, biographical, and bibliographical investigation, and will propagate the theory through lectures, books, and its own technical journal."

OUR FUTILE WAR-PLAYS

THE "AGE AND BODY OF THE TIME" is not, so it is hoped, being shown in "its form and pressure" by the war-plays that have been served up to us. They have been filled with a cheap form of "vainglory," according to Mr. John Corbin, and have far outrun our present performance on the field of battle. They have, according to this same writer, been guilty even of "applauding some of our own errors." "In this outburst of melodramatic patriotism," Mr. Corbin, writing in the New York *Times*, sees something "deeply laughable"—occasions "when it seems as if there never has been such a thing as an American sense of humor." For when the American audience applauds from a full heart one must "acquit it of the suspicion that it is being 'melodramatically gulled.'" Of a similar view is the *Tribune's* critic, who also sees something of a positive menace in the plays that bear the superficial aspect of patriotism:

> "The chief trouble with making faces at Germany from Forty-second Street and thereabouts is that some spectators may go home after a couple of hours of lusty hating and hissing with the satisfied feeling of having done their bit. This may be a delusion. Of course, nobody in these days will say a word against patriotic plays, no matter how bad they may be, if it can be proved that they aid the prosecution of the war in any way; but since all that we have seen have been vainglorious and shallow, it seems inconceivable that stimulus may be found in them.
>
> "If we allow the question of utility to lapse for the moment, there can be little question that the term 'patriotic play' on a program has usually been an invitation to the spectator to surrender his critical standards. The producer says in effect: 'Won't you please accept a veneer of patriotism instead of a solid foundation of art?'
>
> "There are several reasons why the war-plays are almost invariably bad plays. First of all, they are done in a hurry, since the authors know well that not one of these dramas can possibly exist a week after the struggle has ended. They are often written by men who have not a first-hand knowledge of war-conditions. In so far as our war-plays concern the Germans they are bad plays, because we have almost lost the faculty of considering any German as an individual. We think of them only as like pieces in a machine. Most important of all, perhaps, is the handicap of the nature of war itself. Modern war is not dramatic. It is too big in scope for stage or screen. It is not much concerned with individuals, and it is repetitious and monotonous from a dramatic standpoint."

Mr. Copeau, the director of the Théâtre du Vieux Colombier, has flatly refused in his season just closed to bring forward any plays dealing with the war. As he has borne a part in the early days of the struggle in France, his impassioned protest carries added weight. "I hold that the true artist should refrain from touching this sacred thing," he said before the curtain on the closing day of his season. "The more alive the patriotic feeling in a well-balanced soul, all the more does an instinctive reserve forbid us to make use of it. Those who are making war, those who are really feeling it, give us the best example of this discretion." The press report him continuing:

"All belligerent literature is abhorrent to them. A few rare poems, the letters of our soldiers, the books of our officers, the stories of a few reliable eye-witnesses—that is what the war will produce as long as it lasts. But no literature, no bombastic tirades, no theatrical effects. Similarly, we whom the war spares should not speculate on a counterfeit of the tragedy in order to augment the receipts at the box-office. We should not make the cannon thunder in the wings, nor unfold on the stage the flag of battles, nor clothe an actor in the garb of a hero. To do so is a disgusting spectacle, and I shall never consent to it."

So far, it must be said that no serious essay of a war-theme has been attempted by an American playwright. Musical comedy and revamped melodrama from the other side have constituted the major part of our fare. Two works deserve more special consideration, one of these being the propaganda play, "Getting Together," written and acted by Englishmen for the purpose of urging British recruiting here. Mr. Corbin speaks of it thus:

"Was there any boasting in it? In one song, perhaps:

We stopt them at the Marne,
 We licked them at the Aisne.
We gave them hell at Neuve Chapelle,
 And here we are, and here we are again!

"But note that the boasting, if it be such, is confined to things of a definite past. Of the present the song says only that the British are still on the spot. Of the future it says nothing. If an American had written that song, the last line, it is to be feared, would have promised the taking of the Kaiser's scalp in Berlin.

"And this was the sole note of exultation in the entire evening. For the rest, the picturing of war was sober reality, however transfused with humor. As already pointed out in these columns, one song voiced the mood of war-weariness:

I don't want this old war any more.
 I want to go 'ome!

"But it was written by a man who was fighting the battle of Ypres, and who stuck to the end. Throughout 'Getting Together' the idea of death was ever present. In Percival Knight's little 'Trench Fantasy' his very figure was shown side by side with the spirit of Christmas. And while it was noted that the good saint was there for a single day, one was made to feel that the other spirit hovered around them always, reaping his multitudinous harvest. The fingers of a grisly terror ran down the spines of those in the audience—as of those in the play. But it was only for a moment. Then the faces of the three soldiers clenched in a resolute grin, and the scene ended in the heroic mood.

Pack up your troubles in your old kit bag,
 And smile, smile, smile!

"No man can do that who does not know his troubles, every one; for there is no true courage, as there is no true humor, except it be founded on the deepest sense of reality. The ultimate shame of this national contrast in war-melodrama lies in the fact that, unless we are faithless to our past, we are worthy of the better sort even while we accept the worse. Never yet, in the final test has the American spirit bowed in defeat. And to-day, while our playwrights and managers are pandering to our national silliness and vainglory, our public is flocking to this British play, which, melodrama tho it is, speaks out of the depths in France to the deepest soul of America. Even viewed by the standards of a frankly commercial theater, the genuine appeal was the more successful. Yet the fact remains that in the theater, as in political life, our instinctive reaction to the idea of war is without a sense either of reality or of humor. And the fact is as damaging to our arms as to our drama."

Finally, comes a play by the French academician, Henri Lavedan, produced by Mrs. Fiske, which probes to the soul one of the vital problems of war. It was produced in Paris in 1913, and hence deals with pacifism, not as the present exigency translates it into defeatism, but as the feeling may grow in any mind revolted by the waste of war. The solution is one, too, which may furnish a way out for any one still under the pacifistic delusion. The action of the piece mainly concerns *Colonel Eulin*, his wife and son; and their soul drama is best disclosed in Mr. Parker's account in the Boston *Transcript:*

NOT A THIEF, BUT HIS OWN FATHER.

The intruder in the young Frenchman's laboratory, when summoned forth, turns out to be his father, who has the secret of the young pacifist's invention. News of the death of the elder son and brother banishes pacifism, and the call of war finds all three ready.

"*Colonel Eulin* comes of a family—evidently of that glory of France, the fine-fibered upper middle class that practises the professions—that has long given son after son to the Army. Devotion to it and to its work has become a daily preoccupation, an unquestioned, undebatable loyalty, a veritable second nature to him. The sacrifices it may exact are but incidental obligations; the death it may deal is but a sealing glory. To *Colonel Eulin* the Army is his country; he has learned, as his wife reminds him, to 'speak sublimely' of it. Yet his acts fall not below his words. Forced into retirement, under political intrigue, he has led a moody, brooding, semisolitary existence, save when he was rejoicingly serving as spy for France threatened on the west by war. (Monsieur Lavedan is an expert playwright; skilfully he hints at this occupation of *Eulin* until revelation comes in the final scenes.) So living, an imperious will and discontent grow upon him. One of his sons has already died in service; another daily risks his life in the French garrison of Morocco; a third, chemist as well as soldier, is in garrison, now at Vincennes, now at Orleans. The mother bears ill the absence, fears the death, of the son in Morocco; equally she sympathizes with the lieutenant in garrison, who shares not his father's unquestioning devotions, who is penetrated with new ideas of conscience and obligation, who shrinks from the work and wo that warfare lays upon a world. For the sum of life to *Madame Eulin* is domestic affection, association—her childrenby her side.

"Most of all does *Lieutenant Pierre* rasp and exacerbate his father. For, now that war impends upon France, he has been heard to say, according to report of the friendly general, that even a soldier should fight or not as conscience prompts; while he makes no secret to father or mother of his loathing of the destruction upon humanity his newly invented explosive may work. *Pierre* spouts not about 'international brotherhood' and all that sort of nonsense; he is much too keen-minded and finely tempered for that; but he exalts in all things the individual conscience, and he shrinks from the suffering war lays, ramifying, ramifying, ramifying, upon both conqueror and conquered. His father has large, impersonal tests for all faiths, deeds, and sensations; he loves 'the sublime.' *Pierre's* tests are intimate, personal, more human. Yet he can speak as boldly in proclamation of them, rise as high in passionate and more appealing devotion to them, as his father to his.

"Monsieur Lavedan orders acutely the play that he fashions in 'Service' out of the contacts and the conflicts of these three personages. There are the scenes at the beginning that summon the morose, separated, ominous life of this household; that disclose in succession *Madame Eulin* and the *Colonel*, her husband. There is the seemingly chance visit of the friendly general; for Monsieur Lavedan knows how to adjust his pauses and to make dramatic action start afresh from them. There is the scene in which *Pierre* reveals himself to his mother and to the audience, since Monsieur Lavedan is astute in the preparation of climax; there is the first scene, at the end of the act, of vehement and scornful altercation between father and son with end in the flinging of the saber. Throughout go artful choice, adjustment, significance of detail; always the speech rings with revealing and keen-set word.

"The scene shifts to the lieutenant's work-room at the dawn. Thither has come his father, on a mission from the Ministry of War, to take what is left of his bombs, to depart with them into the enemy's country; for gunshot with the morning will proclaim up and down France the beginning of the war. In person, the Minister charges *Eulin;* as man to man in reticent, groping sympathy, tells him of the death of the elder son in Morocco. Steel-like, yet glinting with a certain exultation, the *Colonel* hears. (The brief scene, ringing and somber as dull metal, masculine to the core, is not the least of Monsieur Lavedan's accomplishment in the play.) *Eulin* hides himself; plausible occasion brings *Pierre* and his mother. Instinctively, he suspects intrusion, theft; hunts out intruder and thief—fronts his father; his mother flinging herself between; sees his pistol at her temple. The old quarrels rise to new vehemence, in the self-abandonment to naked revelation of such crises in Latin temperament, be it in life, the printed page, the theater. Into the turmoil of passionate speech, *Eulin* half-flings, while the others half-divine, the news of the son's, the brother's, death. Far off the cannon announce the war. The impulse of it beats upon the three. Under their silence vibrates, almost reverberates, the memory of him who has fallen. Forth to their posts go the *Eulins*, father and son. Sententious as the mother of the Gracchi, wife and mother farewells them. In this final flash, Monsieur Lavedan releases and concentrates in a single instant the power of drama, the power of theater, the human force that have quivered through his play. Through the moment of silence in which 'Service' ends, the stage, the auditorium pulse with the echo."

With somewhat less enthusiasm for the play than the Boston reviewer, Mr. Broun, in the New York *Tribune*, cavils on the *dénouement:*

"To my mind the play misreads the significance of war, since it makes it so largely a matter of personal emotion. The mother of the pacifist agrees with him until she hears that her other son has been killed by foreign plotters in ambush, and in an instant her entire philosophy somersaults. Just so the boy abandons everything he has said when his mother tells him to go, altho there was nothing to indicate that he had not reached his position through his own jugdment."

DR. MUCK'S TEARS

Dr. MUCK WEPT, it is reported by the press, as he went to his internment-camp. The difference between him and enemy aliens of his artistic profession in Germany is that their cause for tears, if they shed any, was furnished them after their incarceration. Dr. Muck's case has been one occasioning heated discussion, and the camouflage of his Swiss citizenship seems to give his defenders a leg to stand on; but "a well-known and prominent German-American in New York" is quoted in *Muscial America* (New York) as saying: "Whether it is decided that Dr. Muck's claim of Swiss citizenship is valid or not, one thing is certain: he is a Prussian at heart, a Prussian in his manner, as he is a Prussian in his policies. And he always will be such." "Mephisto," which is the pseudonym under which the chief editorial authority of this reliable musical paper appears, gives an examination of the doctor's case that seems cool-headed and unprejudiced. Outside of rumor there has been practically no statement of his culpability other than that of Attorney-General Gregory that "his presence at large is a danger to the public peace and safety of the United States." "Mephisto" gathers up such facts or inferences as seem more menacing than the question of his truculent style of playing the "Star-Spangled Banner." Thus:

"Reports in the press are to the effect that Dr. Muck is charged not only with being an enemy alien, in spite of his claim to Swiss citizenship, but that he has been the center from which have radiated a number of sinister influences in the shape of German agents who have been gathering information and fomenting trouble in this country.

"It is claimed that before we got into the war Dr. Muck maintained close relations with Count von Bernstorff, then Ambassador for Germany in this country; that he made many trips to Washington to see von Bernstorff, and met him in New York from time to time. As von Bernstorff had no overpowering interest in music, such conferences were not regarded as necessary for purely artistic reasons.

"There were also reports to the effect that a very intimate friend of Dr. Muck's, Elizabeth Van Endert, was an intermediary between the worthy doctor and the authorities in Berlin. . . . . . .

"The matter has considerable interest, outside the prominence of the parties involved, for the reason that when the first outbreak of animosity against the German singers came, many well-intentioned persons objected on the ground that suspicions against these artists were wholly unwarranted, for the reason that they would be the last persons who would be amenable to intrigue or who would work for the Kaiser and his military and junker friends. Since then, however, the revelations before the Senate Committee have shown that the German High Command was astute enough to use some of these very people for their nefarious purposes. There is not any question that Hans Tauscher, Gadski's husband, was deep in the plots."

The public controversy has involved others besides Dr. Muck, and they are not ones who have attempted to put forth any claim for Swiss citizenship. "Mephisto" proceeds:

"You remember that Major Higginson again and again declared, after he had been to Washington, that Dr. Muck and the orchestra had been given a clean bill of health. This certainly excuses the Major, who can not for a moment be suspected of doing anything against the interests of this country. Major Higginson, while he has been criticized for some ill-considered talk at the time the trouble began over Muck's refusal to play the 'Star-Spangled Banner,' must be looked upon as a loyal citizen, a veteran of the Civil War, a man of unquestioned standing and wealth, who has acted in good faith all along. While Mr. C. A. Ellis has said a lot of foolish things at the same time, Mr. Ellis is a reputable, responsible American citizen. He, too, would never consciously have done anything which would militate against the interests of his country.

"If the charges against Dr. Muck can be substantiated—and it seems from the action of the authorities in Washington that they can be—it simply means that Dr. Muck was able to throw dust in the eyes both of Major Higginson and of Mr. Ellis, and deliberately deceived them. There is no other explanation."

RELIGION-AND-SOCIAL-SERVICE

SCENE OF THE PARIS GOOD-FRIDAY SLAUGHTER

WHILE A FEW AMERICANS and many French were at prayers on Good Friday in the Church of St. Gervais, in Paris, the long-range gun of the Germans brought death or wounds to 165 people. Slowly the Western world has come to know the details of this tragedy, since mystery is supposed to be one of the aids to the prosecution of the war. Reserve is no longer necessary, since the Kaiser with knowledge of the details has apologized to Switzerland for the killing of the Counselor of the Swiss Legation, who was one of the communicants. So far as any regret for the sufferings of the French is concerned, the Germans simply say that the suffering people pay the penalty of living within the fortress of Paris. From the bits of information brought by returning travelers the New York *Sun* points out that "no military damage whatever has been done" by the frequent shells from the gun, and only in this case has large loss of life resulted. *Public Opinion* (London) has an impressive parallel, which, it asserts, lays upon the head of the church the duty "to inform the Roman Catholics of Germany and Austria that they are morally responsible for this murder of their coreligionists in Paris on Good Friday. That is the fact—or Good Friday means nothing." Contemplate these two scenes:

> "The Kaiser attended service on Good Friday in a church within the fighting-zone. It was a deeply impressive hour when the German warriors assembled in the presence of their supreme war-lord to listen to the reading of the Passion story as told in the Gospel."—*The Lokal Anzeiger.*

> "On Good Friday, at the very hour of the death of our Lord Jesus Christ . . . a shell fell on one of our churches and the vaulted roof collapsed. There are at least seventy-five killed and ninety injured, who for the most part are women and children."—*Cardinal Amette, Archbishop of Paris.*

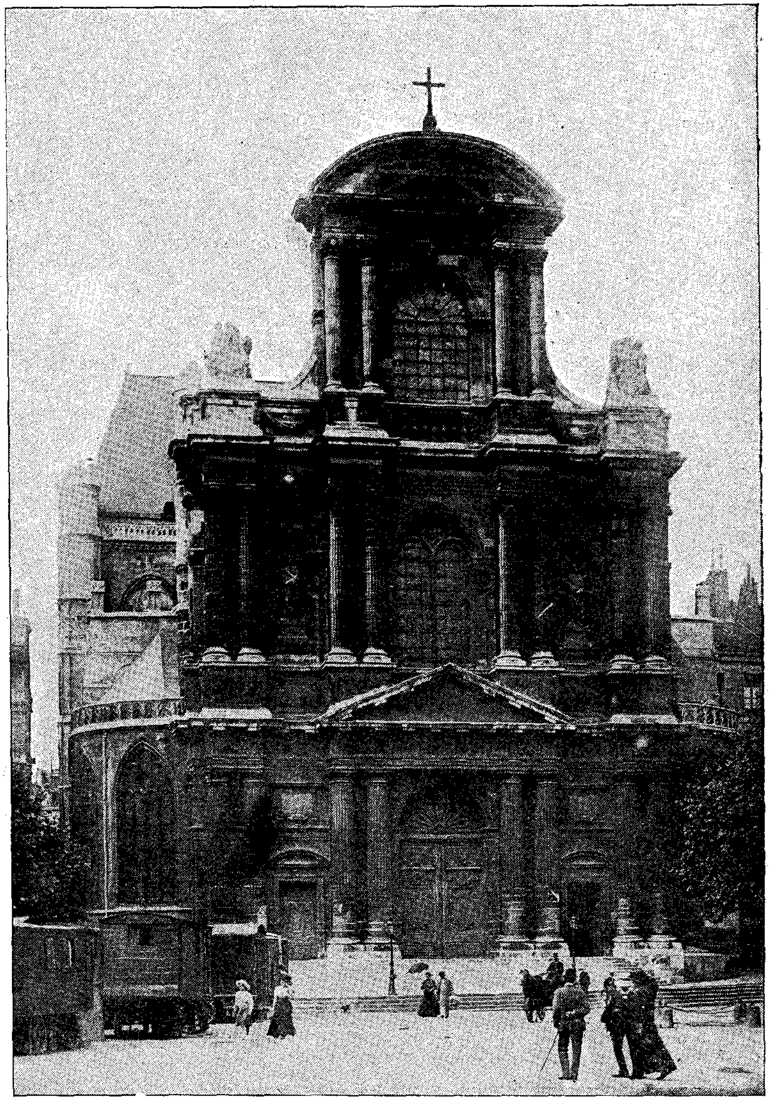
Like Reims, Paris will also have its monument to German frightfulness, and many American travelers will be interested in the *Sun's* account of the place where this blow fell:

"The Church of St. Gervais et St. Protais stands in the Place St. Gervais, facing the Hôtel de Ville, which all tourists pass and many visit on their way across the Pont d'Arcole to the Hôtel Dieu, the greatest public hospital in Paris, and the Cathedral of Notre Dame. On the Rue de Rivoli, directly across the narrow Rue François Miron from the Church of St. Gervais, stands the Caserne Napoléon, a large barrack which can accommodate 2,500 men. On the left of St. Gervais and across the very narrow Rue de Brosse stands another *caserne*, which in peace time had been abandoned as a barrack and was utilized as an annex of the Hôtel de Ville. The *mairie* is on the left of the church and fronting on the Place Baudoyer, its length stretching along the Rue de Rivoli.

"The Church of St. Gervais was begun in 1212, but was completely remodeled in the fourteenth century and now presents a combination of the flamboyant and Renaissance styles of architecture. A façade was added by Debrosse in 1616, which, an authority says, 'tho inharmonious with the rest, is not without interest.' The façade illustrates the Doric, Ionic, and Corinthian orders, one above the other, together with triangular and semicircular pediments.

"The interior of the church is remarkable for its height. The transepts are unusual in that while they have galleries they have no doors. The usual entrance, aside from the great east doors, is a small door at the north end of the choir.

"The chapels contain modern frescoes by Glaize, Hesse, Gigoux, and Delorme. The church formerly contained a number of fine old stained-glass windows, of which only two, both restored, remained at the time of the bombardment. One, by Jean Cousin (1500–1584), is in the Chapelle de la Vierge, and the other, representing the 'Judgment of Solomon,' by R. Pinaigrier (1531), was in the seventh chapel on the right. In the transept was a painting by Couder of St. Ambrose and Theodosius.



Photograph by Brown Brothers, New York.

WHERE THE GOOD-FRIDAY MASSACRE TOOK PLACE.

Church of St. Gervais, standing opposite the Hôtel de Ville, Paris, where seventy-five people were killed and ninety injured by the shell from the German mystery gun.

"In the left transept there was a painting by Heim, the 'Martyrdom of St. Juliette,' and above it a 'Passion,' painted on wood and attributed to Dürer. In the lady chapel was a thirteenth-century bas-relief in stone of Christ receiving the soul of the Madonna. The next chapel contained a Renaissance altar-piece that was greatly admired, and in the following chapel, near the door, was an altar-piece reproducing the façade of the church.

"The stained-glass windows must certainly have been shattered by the explosion, and part of the roof was precipitated upon the heads of the worshipers, but the choir and the chapels are believed to be not seriously damaged. Apparently, from the brief descriptions which have been permitted, the Good-Friday services were being held at the high altar and the congregation was assembled in the nave."

HYMNS AND SONGS OF THE SOLDIERS

THERE ARE NO PATRIOTIC SONGS at the front. The Germans have been reported to go up to the battle-front singing "*Deutschland, Deutschland über Alles*"; but by the word of Chaplain Tiplady, "the soldier's patriotism calls for no expression in song. They are expressing it night and day in the endurance of hardship and wounds—in the risking of their lives. . . . They never think of singing a patriotic song as they march into battle. It would be painting the lily and gilding refined gold." And no General Staff "has mapped out for them the proper expression of their emotions." We have many times heard of the songs they like and sing in their moments of relaxation; but Chaplain Tiplady in his book on "The Soul of the Soldier" tells us what hymns they like best and what serious songs will be on their lips when the moment calls for something other than the nonsense songs or the "songs of soldier philosophy." We read:

"The soldiers are extremely fond of hymns in their services. You can not give them too many. 'Rock of Ages,' 'Jesus, Lover of My Soul,' 'Fight the Good Fight,' 'There Is a Green Hill,' 'At Even Ere the Sun Was Set,' 'O God, Our Help in Ages Past,' and 'Eternal Father Strong to Save' can not be chosen too often. But there are two hymns which have stood out above all others; they are 'Abide with Me' and 'When I Survey the Wondrous Cross.'

"There is nothing written by the hand of man which can compete with these two in the blessing and strength which they have brought to our soldiers, especially during an offensive when death has cast his shadow over the hearts of all. During the bitterest weeks in the Somme fighting there was scarcely a service in which we did not sing 'When I Survey the Wondrous Cross.' With its assurance of redemption it gave comfort in the face of death. It also gave, for an example, the Supreme Sacrifice."

Home, as we have read often, becomes a religion with the soldier separated from those nearest and dearest to him, and the home songs he turns to express that religion:

"The men's thoughts pass easily from the sweetheart to the mother who bore them, and we have a third class, The Home Song. I have been awakened in the night by men, going up to the line, singing 'Keep the Home Fires Burning.' It is very thrilling to hear in the dead of night, when every singer is within range of the enemy's guns.

"On the eve of one big battle a soldier handed me a letter in which he gave me the addresses of his father and his sweetheart, so that I could write to them if he fell.

"'In the last battle,' he said, 'one of my brothers was killed and another wounded. If I fall I shall die without regrets and with a heart content; but it will go hard with those at home; and I want you to break the news gently. These are terrible times for those at home.' 'These are terrible times for those at home.' That is their constant refrain, and it finds an echo in the songs sung by them.

"But the chief favorite of all Home Songs is, I think, the following:

There's an old-fashioned house in an old-fashioned street,
 In a quaint, little old-fashioned town;
There's a street where the cobblestones harass the feet,
 As it straggles up-hill and then down;
And, tho to and fro through the world I must go,
 My heart while it beats in my breast,
Where'er I may roam, to that old-fashioned home
 Will fly like a bird to its nest.

In that old-fashioned house in that old-fashioned street,
 Dwell a dear little old-fashioned pair;
I can see their two faces so tender and sweet,
 And I love every wrinkle that's there.
I love ev'ry mouse in that old-fashioned house
 In the street that runs up-hill and down,
Each stone and each stick, ev'ry cobble and brick,
 In that quaint little old-fashioned town.

RECRUITING FOR THE Y. M. C. A.

"IF OUR MEN can die fighting for us, surely then in God's name we can die working for them." These were Harry Lauder's words at the Metropolitan Opera-house on April 21, when occurred one of the largest patriotic rallies held in New York since the United States entered the war. The National War-Work Council of the Young Men's Christian Association brought forth Mr. Lauder and Governor Whitman to urge the recruiting of men, and the furthering of the general war-work of the Association. One thousand workers a month are asked for by the War-Personnel Board for service in the American, French, and Italian armies. England with her own Y. M. C. A. provides for herself. Already, it is pointed out, the Y. M. C. A. has 2,000 workers, whose labors are distributed over our camps at home and abroad. The Governor is reported as saying:

"The members of the Y. M. C. A. are not slackers, nor are they pacifists. They are as militant Christians as ever went forth to fight in a Christian cause. All the aid we at home can give them we must give as part of the great obligation which we owe to the cause for which they and the soldiers at the front are fighting. Others are giving their lives, and we must give our money. We will give to the last dollar rather than that this cause should fail. Our army at the present time is a little army. But if the struggle is prolonged, it will be a great and mighty army, fighting under a holy banner which has never known defeat."

The recruiting organization of the War-Personnel Board will be extended to every important center in the country. Only by a draft, so its News Service puts it, "can the enormous number of big and capable men required be obtained for service with the fighting forces." A bulletin states:

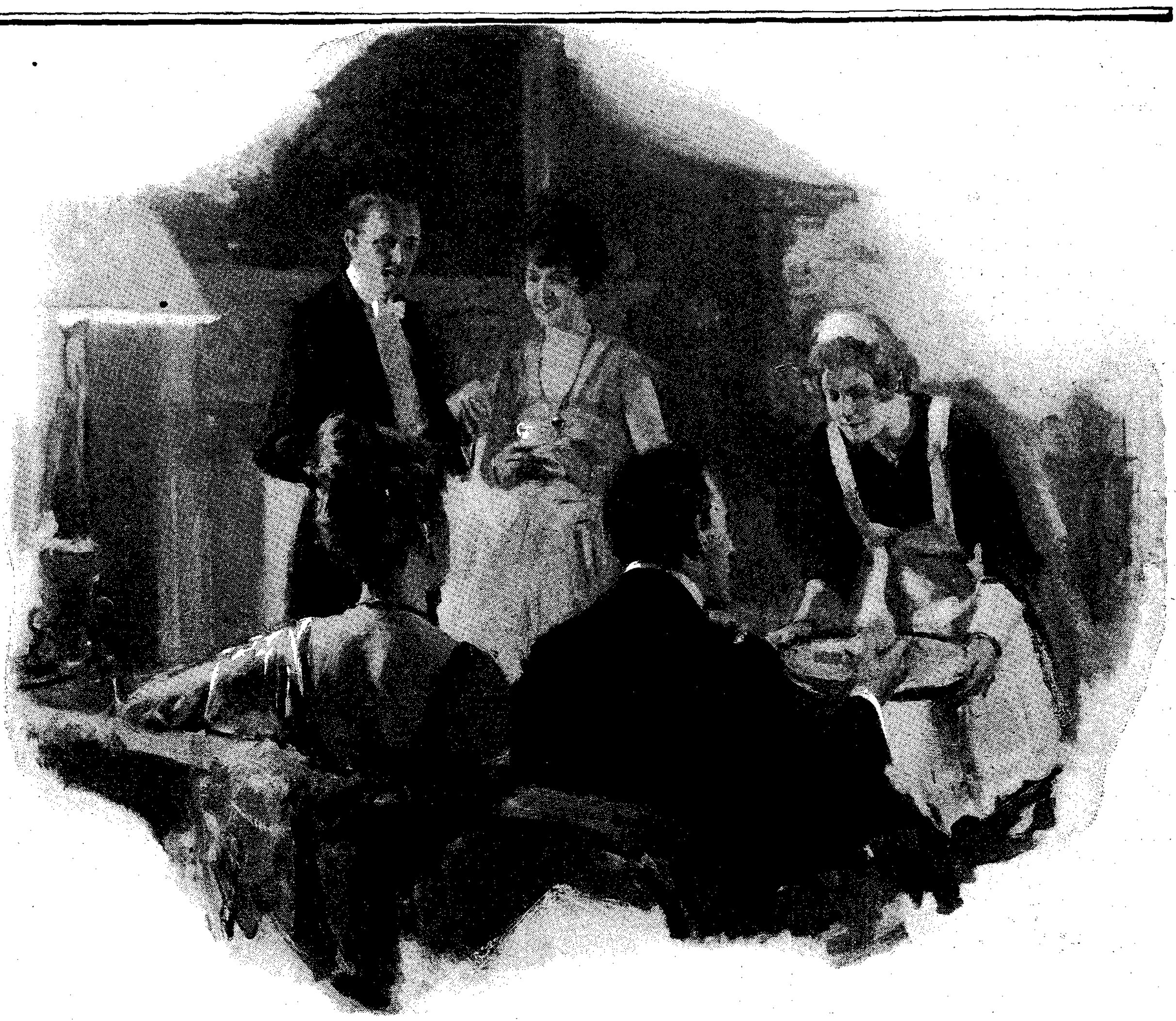
"Results obtained in Baltimore, Philadelphia, Pittsburg, Rochester, Cleveland, Indianapolis, St. Louis, Chicago, and Minneapolis indicate that the extension of the direct appeal campaign throughout the New England States, the South, and far West will produce the one thousand men a month called for by the April budget. As the number of American fighting men abroad increases, and the increasing requests from Premier Clemenceau, General Pétain, and the Italian high command mount rapidly, the Y. M. C. A. will be called upon to supply even greater forces.

"Recruiting has been stimulated all along the line. Several cities are really aroused to the necessity of obtaining the biggest and most capable men for the service which the Government has entrusted to the Y. M. C. A.

"In Baltimore Mayor Preston invited to his home one hundred and twenty-five representative business and professional men, who gave the tour a rousing send-off. Pittsburg was the banner city of the itinerary, no less than three enthusiastic meetings being held there. The Chamber of Commerce arranged a meeting which was attended by one hundred and fifty men, and later a volunteer recruiting committee promised to enlist one hundred men in thirty days. When the traveling recruiters left for Rochester this committee had thirty-five men in sight. The biggest meeting of all in Pittsburg attracted three hundred and fifty men from the important cities of western Pennsylvania. At the request of the combined forces a man has been sent from the New York office of the War-Work Council to direct the campaign.

"The Chamber of Commerce started the ball rolling in Rochester and appointed a recruiting committee of fourteen men. The Rotary Club and other organizations, including a men's Bible Class of six hundred members, have offered to cooperate with this committee. Several prominent lawyers and business men enlisted at the first call, and the chairman of the Board of Education said there was an excellent prospect when we started for Cleveland.

"Three hundred and seventy-five men were waiting for us at the Hollenden Hotel, in Cleveland, about one-fourth of them from adjacent Ohio cities. Many of them were applicants for service who had been attracted by the publicity which preceded our arrival. It is a little too early to estimate the results obtained by our subsequent meetings, but all were marked by the enthusiasm of the earlier meetings of the tour."



"Wasn't it lucky we had ham for dinner!"

"We invited the Huntingtons for dinner, and they never appeared till bedtime!

"Their motor broke down, of course—miles from a telephone or anything.

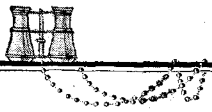
"I was sorry about dinner—Tom Huntington is so fond of baked ham that we had one especially for him.

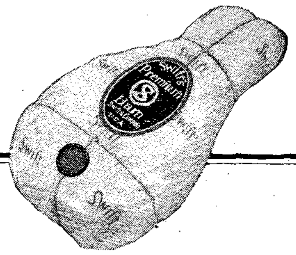
"But in a few minutes Mary and I had thin-sliced sandwiches ready and steaming coffee, and Tom said if there was one thing he liked better than baked ham it was ham sandwiches!

"That's because it was Swift's Premium! Now that we have a whole ham only on special occasions, since signing the food pledge, I'm always particular to get a Swift's Premium Ham—it has such a wonderful, sweet flavor."

Swift & Company, U. S. A

Swift's Premium Ham





CURRENT - POETRY

IF ever that direful day should arrive—and may it be far distant!—when we in America feel the food-pinch, let us hope that we shall bear our privations with that light-heartedness which our English allies are so courageously showing to-day. Poor John Bull is now deprived of his traditional rashers of bacon for his breakfast—and yet fate had worse in store for him. The ruthless hand of the Food Controller has snatched the matutinal pot of marmalade from the baconless table, and the ruin of breakfast is complete. In *Punch* one A. A. M. thus voices his grief:

THE LAST POT

By A. A. M.

Let others hymn the weariness and pain
  (Or, if they will, the glory and the glamour)
Of holding fast, from Flanders to Lorraine,
  The thin brown line at which the Germans hammer;
My Muse, a more domesticated maid,
Aspires to sing a song of Marmalade.

O Marmalade!—I do not mean the sort,
  Sweet marrow-pulp, for babes and maidens fitter,
But that wherein the golden fishes sport
  On orange seas (with just a dash of bitter),
Not falsely coy, but eager to parade
Their Southern birth—in short, O Marmalade!

Much have I sacrificed: my happy home,
  My faith in experts' figures, half my money,
The fortnight that I meant to spend in Rome,
  My weekly effort to be fairly funny;
But these are trifles, light as air, when weighed
Against this other—Breakfast Marmalade.

Fair was the porridge in the days of peace,
  And still more fair the cream and sugar taken;
Plump were the twin poached eggs, yet not obese,
  Upon their thrones of toast, and crisp the bacon—
I face their loss undaunted, unafraid,
If only I may keep my Marmalade.

An evening press without Calisthenes;
  A tabless Staff; immobilized spaghetti;
A Shaw with whom the Common Man agrees;
  A Zambri searching vainly for Negretti;
When spades are trumps, a hand without a spade—
So is my breakfast lacking Marmalade.

O Rhondda (Lord)! O Keiller! O Dundee!
  O Crosse and Blackwell, Limited! O Seville!
O orange-groves along the Middle Sea!
  (O Jaffa, for example!) O the devil—
Let Beef and Butter, Rolls and Rabbits fade,
But give me back my love, my Marmalade.

Mr. Punch has some sage advice for those who worry about their food. Here it is:

A RATIONAL VIEW

Where'er one goes, one hears the question
  What food to eat, and just how much,
And many an impotent suggestion
  The vital problem fails to touch.

Don't think me all too vain, my brothers,
  If I should venture to opine
That, after sampling many others,
  No method's quite so good as mine.

This is my system—I'll repeat it
  To guide your palate when in doubt:
When there is food to eat, I eat it,
  And when there's none—I go without.

In the London *Evening Standard*, A. T. Thompson rollicks over the latest appointment among food-conservation officials:

DIRECTOR OF PIG PRODUCTION

By A. T. Thompson

[The President of the Board of Agriculture announces that, with the view of promoting the extension of pig-keeping, he has appointed Mr. E. H. Cautley, M.P., to be Director of Pig Production.]

Director of Pig Production am I,
The finest appointment under the sky;
Working by day and working by night
On a job that is barred to the Israelite.

Hurrah for the Berkshire, the York, and the Tam—
So long as he's pork, whether shoulder or ham.
It's weight we are after, and not pedigree:
We welcome the porker of lowly degree.

May the sunshine by day, *boar*-ealis by night,
And the *sow*-wester help, in my strenuous fight;
May my office be littered with pigs small and great,
To relieve the pig famine before it's too late.

And now lend your ear while a secret I tell:
A peerage is mine, if I only do well;
Already I feel that my title I'm makin',
When given my choice I'll take that of "Lord Bacon."

Speaking of officials, a whimsical tribute to the versatility of Sir Rufus Isaacs, First Earl of Reading, Lord Chief Justice of England, and now British Ambassador and High Commissioner at Washington, is paid by Walter Sichel in the London *Saturday Review:*

THE THIRD READING

By Walter Sichel

"To make a third he joined the other two."

O inexhaustible! There seems no limit
To each transcendent part, nor fleck to dim it.
No fly, thrice regal Rufus, in thine ointment—
Chief Justice, Chief Financier by appointment;
Now Chief Ambassador and Chief Munitioner,
America's Lord High (and spry) Commissioner.

Aes triplex! Was there ever such triunity
Since Cerberus guaranteed the Styx immunity?
Break into ragtimes, Washington and Boston,
No Northcliffe-bacchanal New York he's lost on!
Exult, Democracy!—Behold with pure hope
The future President of Unioned Europe.

Of all the English poets Sir William Watson has the sharpest tongue and the most pointed pen—incidentally he seldom hesitates about their use. In his book "Retrogression" (John Lane, New York), he gives us a taste of his quality. This is the way he demolishes a critic:

COKE UPON LITTLETON

By Sir William Watson

[Mr. T. W. Littleton Hay wrote to *The Saturday Review* as follows: "Many of us . . . would be glad if you would raise your powerful voice to stop William Watson."]

Oh, wherefore squander thus
  Your breath away?
Think you that Pegasus
  Will stop for Hay?

Sir William preserves a merciful silence regarding the identity of the poet he excoriates in this biting jibe:

LOVES AND HATES

By Sir William Watson

I love the poet of cloudless ray;
  Love, too, the folded, golden vapor;
But hate the humbug who all day
  Serves up deliberate fog on paper.

After these tart rimes it is a relief to read "The Last Blackbird" (Macmillan), the latest work of that delightful ornithological antiquary, Ralph Hodgson, who sings the praises of the long departed:

THE FINAL DODO

By Ralph Hodgson

The final Dodo gathered wool
  Upon a mountainside;
His energy was wonderful,
  And finally he died.

Taking a plunge into regions psychic, he gives us this poignant lament of a ghost:

THE GREAT AUK'S GHOST

By Ralph Hodgson

The Great Auk's ghost rose on one leg,
  Sighed thrice and three times winked,
And turned and poached a fantom egg,
  And muttered, "I'm extinct."

Robert Graves has been to church and the contemplation of a stained-glass window done in the early-Victorian manner produced this whimsy on the adventures of one of the minor Prophets, which is found in his new book, "Fairies and Fusiliers" (published by Heinemann, London):

JONAH

By Robert Graves

A purple whale
Proudly sweeps his tail
Toward Nineveh;
Glassy green
Surges between
A mile of roaring sea.

"O town of gold,
Of splendor multifold,
Lucre and lust,
Leviathan's eye
Can surely spy
Thy doom of death and dust."

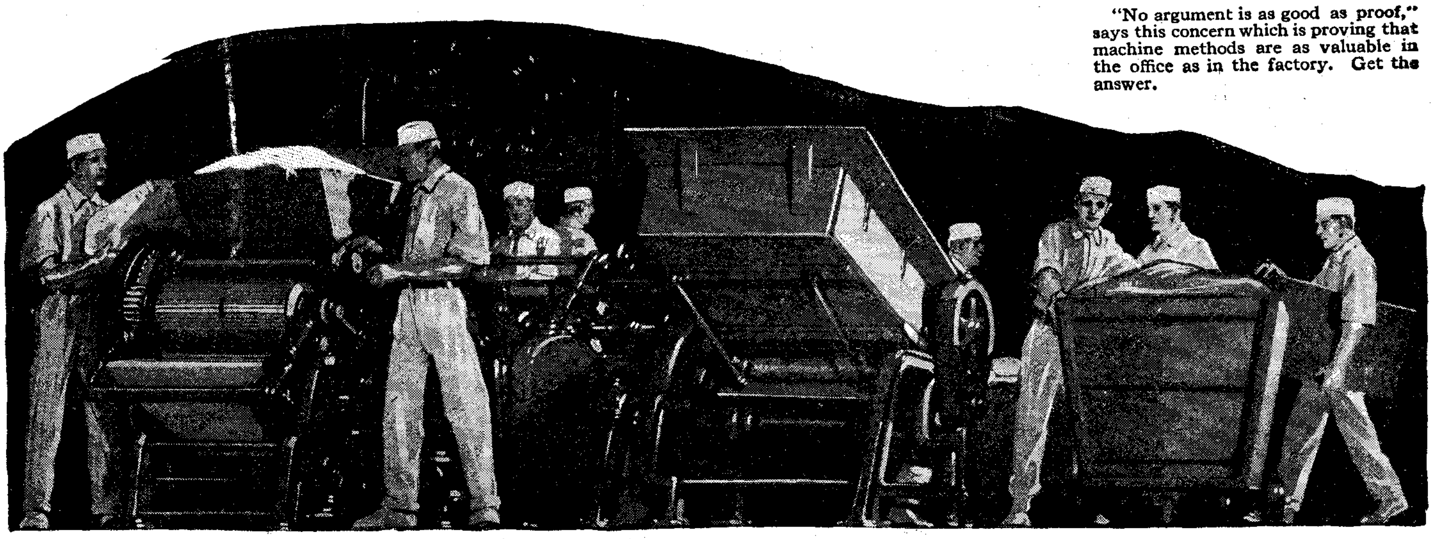
On curving sands
Vengeful Jonah stands:
"Yet forty days,
Then down, down,
Tumbles the town
In flaming ruin ablaze."

With swift lament
Those Ninevites repent.
They cry in tears,
"Our hearts fail!
The whale, the whale!
Our sins prick us like spears."

Jonah is vexed.
He cries, "What next? What next?"
And shakes his fist.
"Stupid city,
The shame, the pity,
The glorious crash I've missed."

Away goes Jonah grumbling,
Murmuring, and mumbling;
Off plows the purple whale
With disappointed tail.

"No argument is as good as proof," says this concern which is proving that machine methods are as valuable in the office as in the factory. Get the answer.



An Improvement in the Biscuit Business that Will Fit Any Business

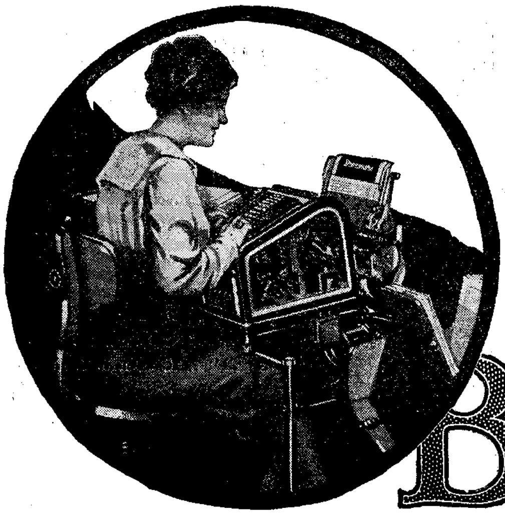
The men behind the Iowa Biscuit Company, Burlington, have always been sticklers for progressive methods in the factory—using machines for everything that machines can do better than men. How that viewpoint was carried into their offices, and how well it has paid them, is told in their story of how a Burroughs Direct-to-Ledger Posting Machine gives them the sort of bookkeeping they always wanted (and never had) and effected direct savings that made the machine cost them nothing. There's a hint for your business in their experience.

More Than 100 Different Models—

Just which of the many Burroughs models will best fit the particular requirements of your business is a simple question to answer. Consult your banker or telephone book for the address of the nearest of the 189 Burroughs Offices, and get some information about how problems which parallel yours have been solved by Burroughs Machines.

Burroughs offices are also maintained in all the principal cities abroad.

Besides keeping the books better and more economically than they have ever been kept before, this Burroughs Machine does a great deal of miscellaneous figure-work for The Iowa Biscuit Company.



At First We Thought—

Says the Iowa Biscuit Company—At first we thought our bookkeeping couldn't be done by a machine. It didn't seem reasonable to think that anything but pen-and-ink methods—unsatisfactory as they were—could handle the job.

Now We Know—

However, we put in a Burroughs, because of our Secretary's enthusiasm for the new way of doing things right and rapidly at the same time. Now we know he was right. That "doubtful experiment" has become one of our best investments.

We Said It Couldn't—

How could a machine handle the daily postings of our 1,500 accounts, keep the books always in balance, handle our weekly statements, and give us our trial balance—doing all those things more satisfactorily and economically than trained bookkeepers?

But It Did—

The Burroughs did—and does—those things, though. In two days our accounts were transferred to the machine's ledgers, all postings brought up to date, and control accounts started (for the first time) on each ledger division. Our ledgers balance to a penny every day—with the day's business on them; statements are made in about a fourth the time it used to take; the trial balance—never known to come out right the first time until we got the Burroughs—has never failed to since.

We Thought It an Expense—

Those improvements are worth real money to us, and we bought the machine in the expectation that they would cost us all they were worth. We were agreeably surprised.

It Has Proved an Economy—

The first noticeable effect of the Burroughs was to cut our bookkeeping costs, effecting a direct saving which, alone, would have made the machine profitable. It pays for itself over and over in this and other advantages it gives us—advantages which are reflected in our profits.

Why It Will Help You—

Every business has the same need for better and more economical figure-work that the Iowa Biscuit Company had—and realized, even though it was skeptical about bettering conditions with a machine. And so broad is the application of Burroughs methods, embracing businesses of every kind, that *your* business can probably make just such betterments, at just such a double saving, as did the Iowa Biscuit Company.

FIGURING AND BOOKKEEPING MACHINES
PREVENT COSTLY ERRORS-SAVE VALUABLE TIME
PRICED AS
LOW AS $125

Burroughs

Genco
RAZORS
NO MORE GUESS WORK IN RAZOR BUYING
Genco RAZORS Must Make Good or We Will
GENEVA N.Y. U.S.A.
GENEVA CUTLERY CO.

EVERY Genco Razor gives years and years of cool, clean, quick and comfortable shaving. That explains why we make and sell more than 900 dozen Genco Razors a day.

We do not regard Genco Razors as sold until you are completely satisfied. "Every Genco Razor must make good or we will" means that we make a razor that is so extraordinarily good that all the guesswork and chance are taken out of your buying and out of our selling.

Genco Razors are scientifically forged, ground, hardened and tempered in our own factory. Genco steel is made according to our own formula.

Inspect the complete line of Genco Razors at your barber's or hardware dealer's in the display case shown above. If you do not find them in your town, write us and we will tell you where to get them, or will supply you direct.

Descriptive Booklet, "A Real Shave" on Request

Merchants:

IF most of your customers are men, you will find a stock of Genco Razors a desirable line. Write for proposition which includes a FREE Genco Display Case with first order.

GENEVA CUTLERY COMPANY
235 Gates Avenue GENEVA, NEW YORK

Largest exclusive manufacturers of high grade razors in the world

PERSONAL GLIMPSES

THRILLING MOMENTS IN HISTORY'S GREATEST BATTLE

HISTORY'S pages will be stained red with the record of Flanders and Picardy—crimson will be the picture handed down to posterity of the mad German rush upon the Allied armies that stood doggedly with their backs to the wall between the conquest-crazed Hun and a world of peace and decency, a world already grievously scarred by four years of the cruelest war of all time.

Philip Gibbs, the staff correspondent of the New York *Times*, was in a position to witness—as well as one man might view so vast a tragedy—the terrible onslaught of the German forces, the brave defense of the Allies against overwhelming odds, and the awful slaughter of the enemy as they were thrown into battle in wave after wave of war-maddened humanity, only to be mowed down by the raking fire of the defenders, leaving the fields strewn and heaped with their dead and dying. On April 1, Gibbs wrote:

> The battle of which I have been trying to give a daily narrative has been on so vast a scale, filled with so many episodes of terrific adventure, and with so many hundreds of thousands of men moving along its lines of fire that I find it impossible to give a picture of the emotion and spirit of it. We out here, who knew this thing was coming upon us, creeping nearer every day with its monstrous menace, held our breath and waited. When at last the thing broke it was more frightful in its loosing of overwhelming powers than even we had guessed. Since then all our armies have lived with an intense understanding of the greatness of these days, of their meaning to the destiny of the world, and every private soldier, or transport-driver, or linesman, or laborer, has been exalted by an emotion stronger than the effect of drugs.
>
> They do not say much, these men, but there is a queer light in their eyes, shining out of faces grayed by sleeplessness or streaked with blood.
>
> Yesterday I saw some of those men who had been fighting in the battle of Arras-Hermies, the scene of the biggest check the enemy has received since March 21. There were some London regiments among them and their bands were playing tattoo as the evening set in. The colonel of their battalion—it was the London Rifle Brigade—came out after a sleep and wash and shave. All his kit had been lost in his dugout, but he had borrowed a razor from his batman, and nobody would have guessed that this smiling man, with bright eyes and easy manners, had just come out of a battle where many of his men fell around him under frightful shelling, where he had been firing a rifle all day long at crowds of Germans, and where he had seen dead bodies piled on dead bodies as the enemy came up in waves against the blasts of machine-gun bullets and the fire of field-artillery.

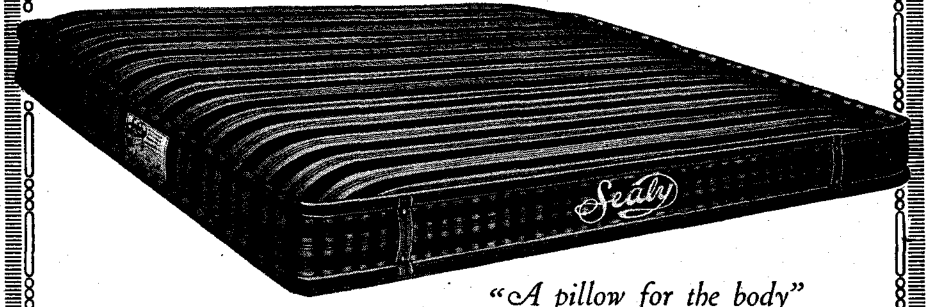
The correspondent writes of the heroic fighting of the officers and men of a machine-gun detachment that was organized in the early days of the war by a French-Canadian officer at the expense of himself and ten friends. They had been looking for the day when they might do great service. That day came on March 21, writes Gibbs, who continues:

> For ten days these Canadians have fought running fights with the German artillery, have engaged German cavalry and smashed them, have checked enemy columns crossing bridges and pouring onward, have scattered large bodies of men surrounding British troops, and in ten days of crowded life have destroyed many German storm-troops and helped to hold up the tide of their advance.
>
> Their own losses have not been light, for these Canadians have been filled with a grim passion of determination to die rather than yield to any odds. When the supreme test came they fought and died. After the first call on March 21, and the orders on the morning of the 22d, eight cars were in action the same day 100 kilometers away, after a night without sleep, and other detachments followed them quickly.
>
> Sometimes they fought in these long, gray, open cars, which I saw early in the battle, wondering at them, and sometimes they fought dismounted, with machine guns on the ground; but always they fought through the ten days and nights, with less than twenty hours' sleep all that time. These cars near Maricourt gathered together 150 men who had been cut off and held the enemy at bay, covering the withdrawal of some of the British heavy guns and tanks. At that time they fought dismounted, with Vickers guns, in front of the barbed wire.
>
> The enemy's frontal attack was stopt, but he worked around the flanks, and the captain of an armored-car battery ordered his men behind the wire. The Germans had to come through a narrow gap and were killed as they came.

Of the terrible exhaustion of the fighting men Gibbs says:

> I have described the weariness of the British soldiers after a week or more of fighting over the Somme battle-grounds, yet nothing I said can give more than a faint idea of the exhaustion of many of these poor lads after those bad days when the enemy was all about them and trying to break between them, and they knew that they must hold them or all would be lost.
>
> The Highlanders of the Fifty-first Division, whom the King saw on the roads, are as tough as any men in the British armies, yet some of their officers told me that on the last lap of their rear-guard actions they were tired almost to death, and when called on to make one last effort after six days and nights of fighting and marching, many of them staggered up like men who had been chloroformed, with dazed eyes and gray and drawn faces, speechless, deaf to the words spoken to them, blind to the menace about them, seemingly at the last grip of strength.
>
> "All my men are very cheery, but very tired," was the report of one general at a most critical time. Being attacked, he says, was the only thing that kept them awake. Toward the end of this fighting they had a drunken craving for sleep, and slept standing with their heads falling against the parapet, slept sitting hunched in ditches, slept like dead men when they lay on the open ground. But they waked

Where Sleep Awaits You



"A pillow for the body"

"It is a delicious moment, certainly, that of being well nestled in bed, and feeling that you shall drop gently to sleep. The good is to come, not past; the limbs have just been tired enough to render the remaining in one posture delightful; the labor of the day is gone. A gentle failure of the perceptions creeps over you; the spirit of consciousness disengages itself once more, and with slow and hushing degrees, like a mother detaching her hand from that of a sleeping child, the mind seems to have a balmy lid closing over it, like the eye—it is closed—the mysterious spirit has gone to take its airy rounds."

Thus in his classic treatise on sleep, Leigh Hunt describes the boon which comes to those who repose on the Sealy Sanitary Tuftless Mattress—America's contribution to the restoration of weary bodies and tired minds.

Nights seem needlessly short when you retire on the Sealy. Its gentle response to every curve and turn of your physique eliminates irritation and removes hindrances to slumber.

A Twenty-Year Sleep Insurance Policy

protects you against packing, lumping, spreading or parting of the Sealy, and this unique mattress never requires remaking. Its deep luxuriousness is enduring.

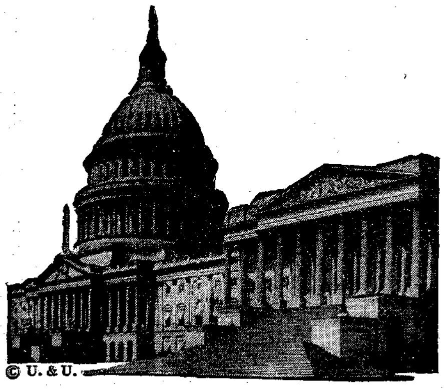
The Sealy Sanitary Tuftless Mattress is composed of a single batt of long-fibre cotton, as pure as nature yields it, interwoven and compressed by air processes peculiar to Sealy.

An interesting booklet, some charming covering samples and the name of a dealer authorized to sell you a Sealy on a sixty-night trial basis will be sent to you for the asking.

Sealy

Sealy Mattress Company

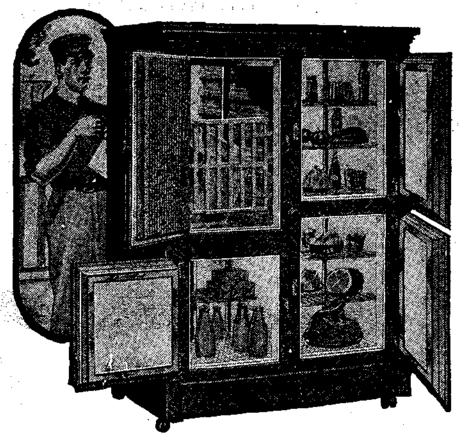
Dept. L. D. A. SUGAR LAND, TEXAS



© U. & U.

The U. S. Government Uses the McCRAY

After the most thorough tests the U. S. Government experts selected the McCRAY for use in the House and Senate Restaurants in the Capitol—the Pure Food Testing Laboratories—U. S. Commissaries, Forts, Hospitals, Cantonments, Naval Stations, Base Hospitals, Quartermaster's Department and on many of the American Battle Ships.



McCRAY

Sanitary Refrigerators

have been recognized throughout the world for over thirty years as the standard of quality. There are many cheaper refrigerators—but they are also less efficient than the McCRAY. Wherever economy—quality and efficiency are demanded, McCRAY Sanitary Refrigerators are used.

McCRAY Refrigerators are made in a great variety of stock sizes, equipped for either ice or mechanical refrigeration—ranging in price from $40.00 up. Special sizes are built to order for unusual requirements or to match the interior finish. Any McCRAY can be arranged for outside icing. Write for catalog.

No. 93 for Residences
No. 62 for Meat Markets
No. 71 for Grocers and Delicatessens
No. 51 for Hotels, Clubs and Restaurants

McCRAY Refrigerator Co.
824 Lake Street Kendallville, Ind.
Salesrooms in All Principal Cities

Mail Coupon for Catalog

McCray Refrigerator Co.
824 Lake Street, Kendallville, Ind.
Gentlemen: Kindly send me at once copy of
your catalog No............for..............................
Name ....
Street ....
City and State...

> again when the enemy attacked once more and fought him and killed him and dozed off again.
>
> In body and brain these men were tired to the point of death.

In telling of the spirit of comradeship, so often noted in dispatches from the front, that exists between the British and the French troops, the *Times* correspondent says:

> Your correspondent with the French armies has spoken of the spirit of comradeship of the French and English troops. I can fill out this narrative with details. When the French commanding officer had asked for tired British troops to help him while covering certain operations, the British officer to whom he applied said:
>
> "Sir, they are all tired and just gone to sleep, but they are sound." It was the first sleep those men had had in six days, and the French officer understood.
>
> "I accept your offer in the spirit in which it is made," he said. "Will you, in my name, convey my thanks to every man?" The men were aroused. When they learned what the situation was they turned in cheerfully, singing, and held the line thirty-six hours more. But no words can do justice to the admirable incidents of French and British co-operation here.

Of the needless cruelty of the Hun, inflicting upon women and children horror and suffering, Gibbs writes:

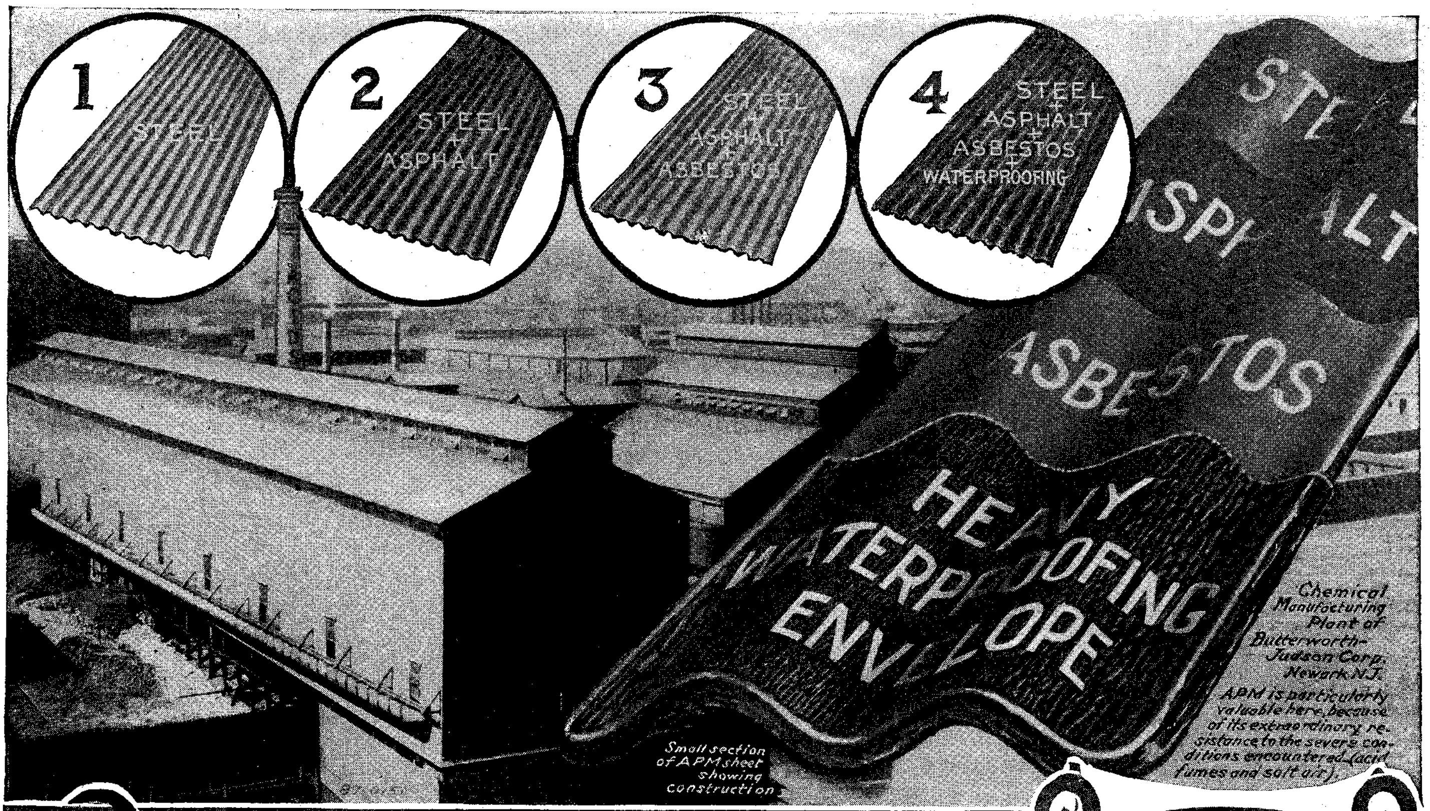
> One thing in this new phase of the war is very cruel, and makes one's heart ache, however steeled it may be to war's inevitable brutalities. This is where poor people, non-combatants, are stricken by the enemy's ruthless methods.
>
> It is not to be helped that as the German tide flows over new ground the menace and horror of this advance should travel ahead and cause the evacuation of the old people, women, young girls, and children from the villages where for nearly four years of war they had lived within sound of the guns but unhurt.
>
> It was, however, brutal of the enemy to fling hundreds of gas-shells without warning into a town like Béthune, crowded, as he knows, with civilians, just as last June he did into Armentières, and to scatter harassing fire of shrapnel and high-velocity shells into little hamlets, remote from his fighting lines.
>
> From Béthune there are many women and children in the hospitals suffering from gas-poisoning, and to-day and yesterday I have been in villages where shells had fallen before the people had any chance to escape.
>
> Through one village yesterday passed a man carrying a baby with its arm blown off. Many old men and women have been wounded.
>
> All these people are very brave, astoundingly gallant. I have seen only a few women weeping to-day, tho to them there is great cause for tears.

On a golden spring day the correspondent watched the smoke from burning Flemish villages rising in the distance. And then came the night, lit by flames from farm and ammunition-dump, when Flanders became an inferno. Says Gibbs in describing the terrible grandeur of the scene:

> German air-raiders came out, dropping bombs. The sound of their engines was a droning song overhead, and the British shrapnel winked and slashed about them. Flights of British airplanes went out over positions, and the night was noisy with explosions as they dropt tons of bombs over the German troops.
>
> To people living in the villages of Flanders, from which one can see the whole sweep of the battle-line, that night was full of terror, and from the windows they watched the burning of places from which they had escaped and the bonfires of their homes, and these refugees, while sleeping with children at their breast, wept.
>
> Yesterday the weather changed. There was no sunlight in the sky. It was leaden gray with a northeast wind howling, and over all the fields a dense white fog. I went to places where, if there had been any clearness, I could have seen every shell burst and the whole range of battle, but now I could see nothing of it.
>
> It was a drama of noise, beating against one's ears and against one's heart, and it was a strange, terrible thing to stand there, blind, as it were, listening to the infernal tumult of gun-fire south of Bailleul, with knockings and sledge-hammer strokes, loud and shocking, above the incessant drum-fire of field-artillery.
>
> The German shells came howling over into fields and villages beyond Bailleul, bursting with gruff coughs, and there was an evil snarl of shrapnel in the mist. It was the noise of the greatest battle in history, and I listened to it with faith and hope that the enemy would be held back this day by the heroic men out there in those wet fields.
>
> Men were coming to their aid with more gunners and more guns for this northern battle. They had not wasted any time, tho they had traveled hard and were dog-weary, and were getting into position in places where I never expected to see guns at work, dumping down their shells, making their wagon lines, unlimbering the guns.
>
> There was no fluster. Officers and men went about the work quietly, with a word or two. They were white with dust, which filled the lines about their eyes, but the officers gave commands cheerily and the men carried on gamely.
>
> Sunday I saw one battery come into action and fire the first shots. They startled some old women tramping by with bundles on their backs, getting away from these villages once so snug under red-tiled roofs. Their doors were open and there was no one at home. Old shells had pierced some of their rafters, and groups of soldiers sat close under their walls hunched up with heads drooping, and in ditches by the roadsides, or stood with their backs to the wall of some old Flemish church, in that way which always tells one that a place is in shell range and likely to be a target for German guns.

Little bodies of troops led by young officers with somber eyes marched up on their way to the battle-line—men who had been fighting through all the battle, dirty, tattered, thin, and gaunt, but still hard and fit, still with their eyes bright with the fire of determination. Says Gibbs:

> Some of them slept awhile, stretched out in the fields, fathoms deep in sleep. Some of them drowsed as they marched. In one of their headquarters where I went a staff-officer slept on a chair in a small farmhouse room filled with other officers discussing plans of battle. In another headquarters near the battle-


1
STEEL
2
STEEL + ASPHALT
3
STEEL + ASPHALT + ASBESTOS
4
STEEL + ASPHALT + ASBESTOS + WATERPROOFING
STEEL
ASPHALT
ASBESTOS
HEAVY WATERPROOFING ENVELOPE

Small section of APM sheet showing construction

Chemical Manufacturing Plant of Butterworth-Judson Corp. Newark N.J. APM is particularly valuable here because of its extraordinary resistance to the severe conditions encountered (acid fumes and salt air).

Consider these four reasons why the roofs and walls of factory buildings should be covered with

Asbestos Protected Metal

Modern construction calls for (1) speed—(2) moderate first cost—(3) permanent protection against the elements without and within—and (4) the minimizing of maintenance and depreciation costs.

Roofing and Siding of Asbestos Protected Metal (APM) meets these four requirements.

The four-fold construction of the APM sheets is the answer.

Steel, plus Asphalt, plus Asbestos, plus a tough Waterproof coating—those are the four elements of APM (all put together scientifically).

The steel sheets are immersed in a hot asphaltic compound. While the asphalt is still hot, there is imbedded, *on both sides and on all edges,* layers of pure asbestos felt. The whole is enveloped within a tough waterproof coating.

Here you have the load-bearing strength of corrugated steel plus the longevity of asphalt and asbestos.

Here you have a material that with minimum labor can be readily applied to steel and wooden building frames.

Here you have a Roofing and Siding that is *rustproof,* fire resisting *and does not require painting.*

And here you have a material that withstands the corrosive action of sulphurous gases, acid fumes, alkalies, salt sea air dampness and all weather conditions. Two permanent colors—Red and Black.

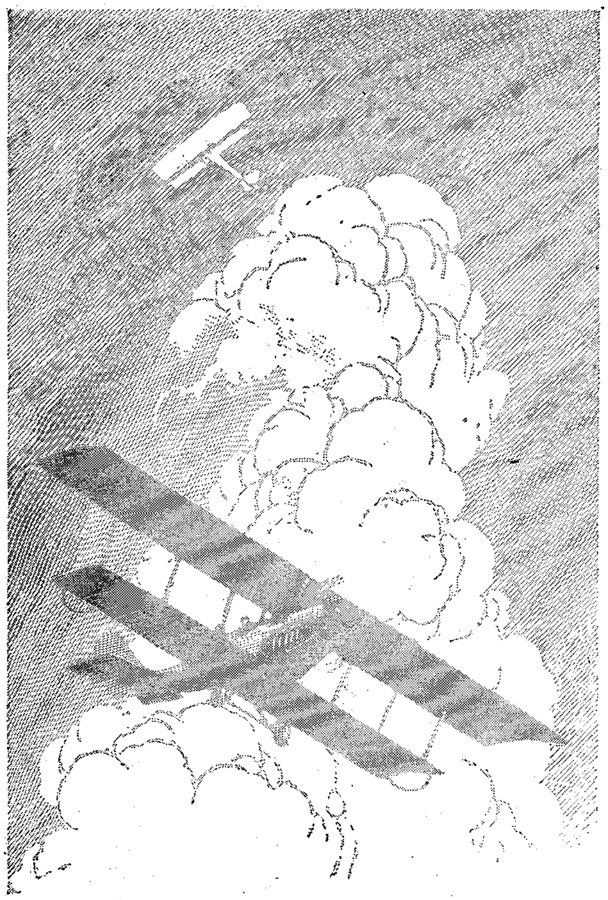
Booklet 112 explains APM and other Aspromet Products in detail. It will help everyone interested in the problem of roofing and siding for industrial buildings. Send for a copy today.

Aspromet APM Company

Established 1905
formerly
Asbestos Protected Metal Co.
Pittsburgh, U.S.A. 511 Wood Street
Branches in all Principal Cities

SOME APM USERS

U. S., British and French Government Structures at home and overseas
Aluminum Co. of America
American Synthetic Dyes
Austin Company
Baltimore Dry Dock & Ship Building Company
Bethlehem Steel Company
Carborundum Company
Carnegie Steel Company
Consolidated Electric Light & Power Company
Crucible Steel Company
Davison Chemical Company
Denver Gas & Electric Co.
Gulf Refining Company
Halcomb Steel Company
Interbor. Rapid Transit Co.
Lawrence Portland Cement Company
Lumen Bearing Company
National Lead Company
The Nat'l Sugar Refining Co.
The N. Y. Edison Company
Packard Motor Car Company
Peck, Stowe & Wilcox
Pennsylvania Railroad
Public Service Corporation of New Jersey
Roessler & Hasslacher Chemical Company
Saxon Motor Company
Standard Ship Building Co.
Tennessee Coal, Iron & R. R.
Tidewater Oil Company
Union Iron Works
Upson Nut Company
Willard Storage Battery Co.



Where They All Agree

The Aviator—

Building airplanes is one job where they're not sparing money these days.

Power, more power, still more power—with the least weight—that's what the plane builder's constantly working for. Whatever helps him get it, he quickly seizes upon, no matter what it costs.

Take this *Lynite* Piston, for instance. The only thing Curtiss, Hall-Scott and others who are using these pistons were concerned about was—will they do the job better? And they have.

Lynite Pistons not only reduce weight and increase power but they enable an engine to go five or six times as long without being torn down

The Chauffeur—

Well, it was much the same, I guess, with the builders of that limousine I'm driving. It's quality first with them all the time.

Manufacturers who make cars selling for $2,000 to $5,000 —they're after performance above everything else.

Supposing *Lynite* Pistons do cost a little more than cast-iron. They're there with the performance, so in they go.

And I'd certainly hate to go back to driving a car with cast-iron pistons after having used light, cool, *Lynite* Pistons.

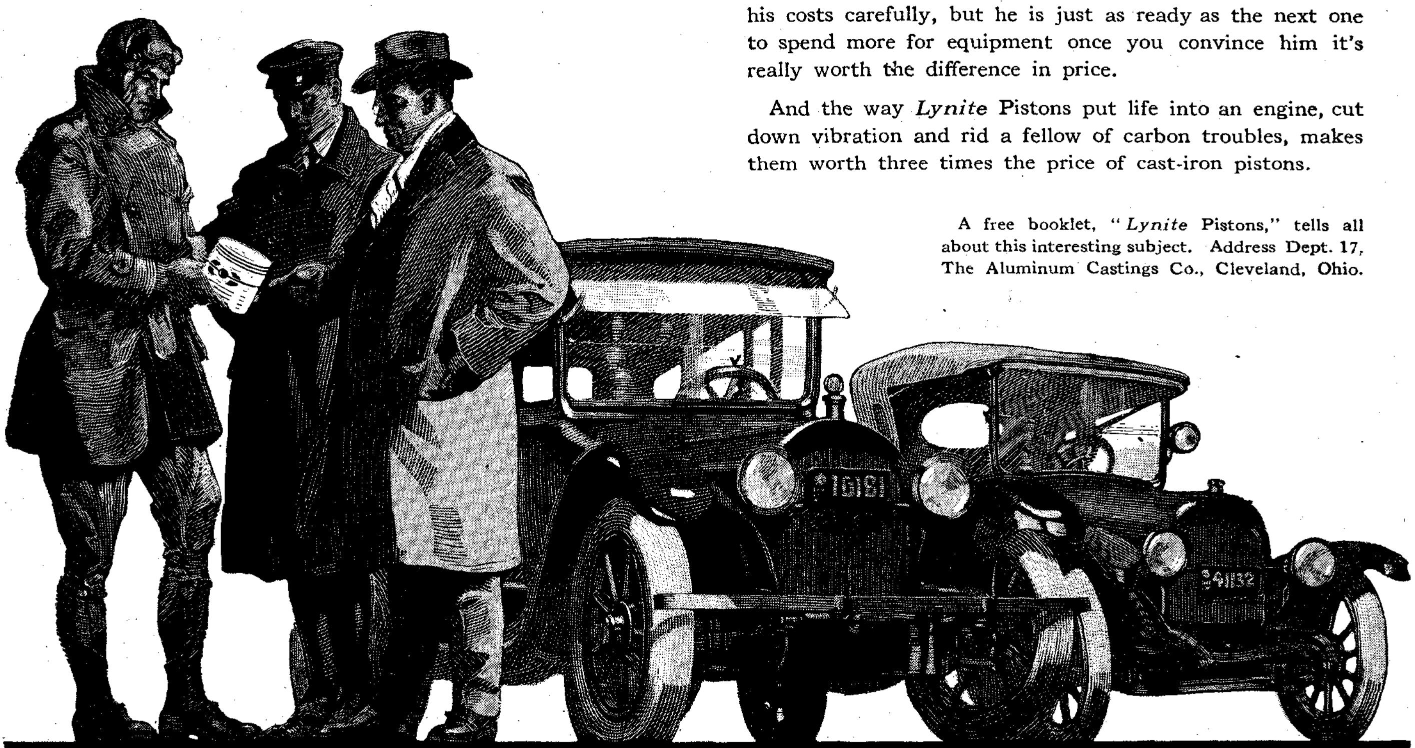
The Roadster Owner—

You men talk as if *Lynite* Pistons were made only for airplanes or $3,000 or $4,000 cars. I have them in my car, and it cost only about one-third as much as that limousine.

The builder of moderate-price cars, of course, has to watch his costs carefully, but he is just as ready as the next one to spend more for equipment once you convince him it's really worth the difference in price.

And the way *Lynite* Pistons put life into an engine, cut down vibration and rid a fellow of carbon troubles, makes them worth three times the price of cast-iron pistons.

A free booklet, "*Lynite* Pistons," tells all about this interesting subject. Address Dept. 17, The Aluminum Castings Co., Cleveland, Ohio.



LYNITE PISTONS

> line, so near that a shell came through the roof of the hut when they were taking their meal, a staff-officer was so tired after four days and nights of battle that he could not remember one day from another, tho when a message came over the wire to say the enemy was attacking again he became alert at once and went out to give new orders.
>
> The worst tragedy, apart from the ordeal of the fighting men, is the plight of the people who lived in places now caught in the flame of war. Out of Bailleul and Merville and Estaires, out of scores of hamlets and farmsteads, they are coming far back in farm-carts and gigs and donkey-carts, on bicycles and afoot, with wheelbarrows and perambulators, on British wagons and in British lorries.
>
> They are enormously brave, these old, old women and these young girls and children. They sit aloft on big hay-carts piled high with furniture, while their farm horses stumble on down the long roads, and old women nod or sleep like babes, on colored mattresses, and girls call out good luck to the soldiers. They drive their cattle before them, and yesterday I saw great herds of cows coming back from the country round Bailleul. Small boys with young mothers tramp sturdily on with one hand clasping their mothers' skirts and the other gripping a bundle of clothes—young heroes of France with the courage of their race.
>
> To the last moment some of these people stay in the villages under fire, standing about among the steel-hatted troops until at last they know they must go or die. So now they are moving away from that battle-zone, cared for as far as it is possible by the French and British authorities.

To tell all that the British soldiers have done during the heroic struggle to hold back the German hordes would need hundreds of columns, declares Gibbs, who relates the following story as an instance of the splendid courage of one rather deliberate officer:

> When the enemy attacked Merville in great strength, it was necessary again to blow up bridges, and on one of them ten Germans went up in the explosion after a small party of them had crossed and died fighting with the engineers in charge of this work.
>
> One bridge was left undestroyed, and was seen by a brigade major. He is a man with cool courage and slow way of speech. The first news of the enemy's entrance into Merville reached headquarters by a telephone message from him.
>
> "I am told," he said very quietly, "that the *Boches* are almost surrounding this house. Don't quite know whether I can get out."
>
> Then he said: "They are all around the house"; and a second later, "They are coming in."
>
> "You had better hop it," said the general.
>
> "Thanks," said the brigade major, "I will," and he strolled out the back door while the enemy came in the front.
>
> It was then he saw the unbroken bridge, and searched about for dynamite in a store he happened to know about. He put it in position, but he was attacked by German bombers and had to go more quickly than he is accustomed to move, being a man of unruffled manner.

Reaching the point where the foe began to show the weakening effects of the check of his ruthless offensive, the *Times* correspondent writes under the date of April 17:

> I watched the battle last night and again this morning from the center of the arc of fire, which was like a loop flung around from Wytschaete to Bailleul and in a sharp curve around to Merris and the country about Merville, so that the great gun-fire and whole sweep of battle were close about on three sides.
>
> It was an astounding panorama of open warfare, such as I never dreamed of seeing on this Western front, where for so long both sides were hemmed in by trenches. Every slope and village and windmill and town and road in this new line of battle had been familiar to me for more than three years, and now I could tell by a glance what places were being destroyed by the enemy's guns, and saw his barrage-fire was flung around certain hillsides and what roads were smoking from his trail of high explosives.
>
> Bailleul was still blazing. In the early evening, after a wet, misty day which filled all this battle-field with a whitish fog, one could only see that city under a cloud, but as the sky darkened and the wind blew some mist away, enormous flames burned redly in the poor dead heart of Bailleul, and in their glare there were dark masses of walls and broken roofs outlined jaggedly by fire.
>
> To the left the village of Locre was aflame under a storm of high explosives, and the enemy's guns were putting heavy shells down the roads which lead out to that place.
>
> There were fires of burning farms and hamlets as far southward as Merville behind one, as one stood looking out to Bailleul, and lesser fires of single cottages and haystacks, and the wind drifted all the smoke of them across the sky in long white ribbons.
>
> It was just before dusk when the counter-attacks began northward from Wytschaete and southward for Méteren, and altho before then there had been a steady slogging of guns and howling of shells, at that time this volume of dreadful noise increased tremendously, and drum-fire broke out in fury, so that the sky and earth trembled with it. It was like the beating of all the drums of the world in muffled tattoo, above which and through which there were enormous clangoring hammer-strokes from the British and German heavies.
>
> It went on till evening, with a few pale gleams of sun through storm-clouds and the smoke of guns, and for miles all this panorama of battle was boiling and seething with bursting shells and curling wreaths of smoke from the batteries in action.
>
> I was in the midst of wide concentric rings of field-guns and heavy guns firing rapidly. When darkness came each battery was revealed by its flashes, and all the fields around were filled with red winkings and sharp stabs of flame. Single guns spoke with enormous overpowering voices, shaking the ground on which I stood with an earthquake tremor, and after the long traveling howl of each shell I could see it burst on the high ground near Bailleul.

As dusk fell the German shells burst over hedges white with thorn-blossoms and fell among the cherry-trees whose blossoms were thick as falling snow. And through it all marched men, mud-covered men, the

Freight Information Supplied

If your shipments are delayed.
If your production is to be moved.
If your losses in transit are to be reduced.
If your overcharges are to be avoided.
If your capital is to be properly utilized.
If you are to successfully compete.

Protect Your Shipping

By forming a relation with

Lent Traffic Co.

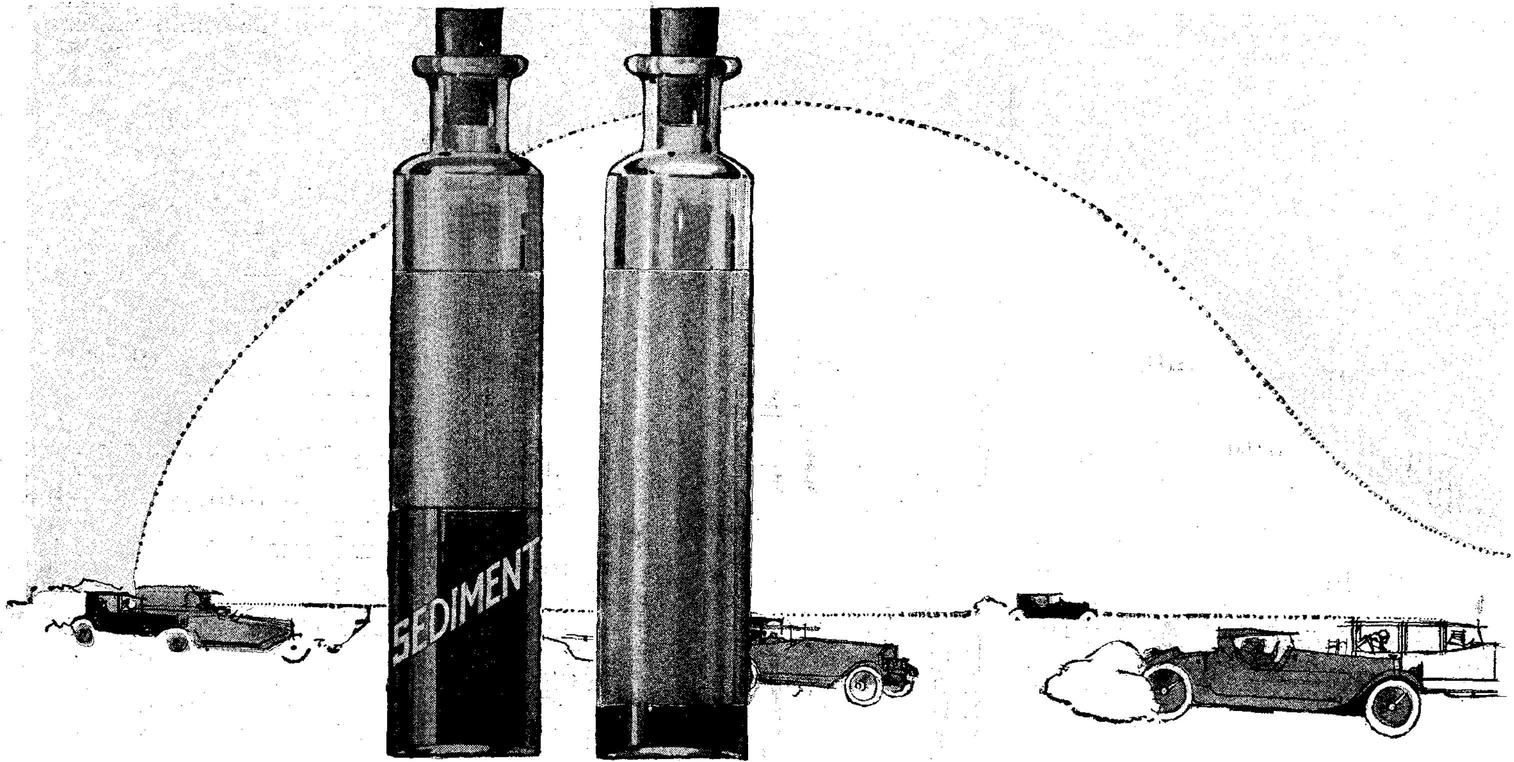
Pittsburgh, Pa.

Largest Traffic Organization in America

Will place a man in charge of delayed shipments.
Will audit all freight bills.
Will report movements of urgent shipments.
Will compile freight rate lists.
Will handle all classes of freight claims.
Will supply needed information about open routes.
Will supply all services in matters before the Interstate Commerce Commission.

Staff of Experienced Men Stationed in Large Centers

Chicago *Cincinnati*
Buffalo *Philadelphia*
Baltimore *Pittsburgh*



Ordinary oil after use *Veedol after use*

Showing sediment formed after 500 miles of running

Muzzling the tiny teeth of friction

How to prevent the wear caused by sediment in ordinary motor oil

SUPPOSE you could see the apparently smooth working parts of your automobile engine under a strong magnifying glass.

You would find the surfaces of each covered with millions of microscopic teeth.

Ordinary oil breaks down quickly under the intense heat of the engine—200° to 1000° F.—forming voluminous black sediment.

Sediment is the greatest cause of friction in an automobile engine. Sediment has no lubricating value and crowds the oil with good lubricating qualities away from points where it is most needed.

When sediment prevents the formation of a protecting film of oil, these minute teeth grind together, producing rapid wear.

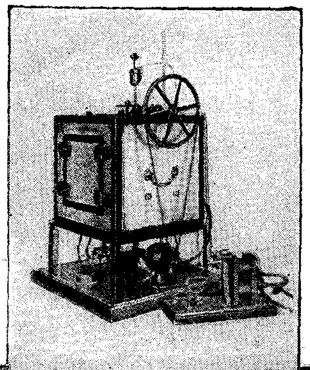
How motorists' eyes were opened

Up to four years ago, very few people realized the importance of choosing carefully between motor oils.

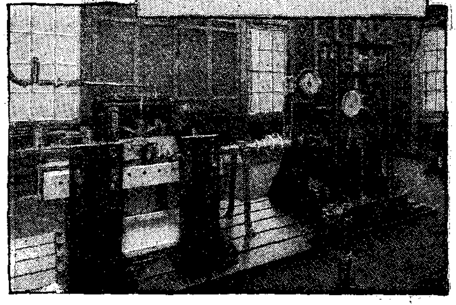
Motorists took whatever kind of oil was offered, and trusted to luck that it would do its work correctly in the engine.

The reason is quite apparent. Everyone took lubrication for granted.

Naturally, under these conditions, every kind of oil was offered for sale—good, bad an indifferent. Many faults wer ascribed to the motor, when th real trouble lay only in the im proper choice of oils.



Tests of evaporation loss made in this durability oven prove that Veedol gives 25% to 50% more mileage per gallon than ordinary oil



Part of the special laboratory of the Tide Water Oil Co. for testing engine lubricants under actual service conditions. Constant scientific research of this character is largely responsible for the unusually high lubricating value of Veedol

The Sediment Test first showe to the motorists of America ho much sediment is formed in ord nary oil.

It brought home to them how dangerous the engine is this excess of sediment and ho any oil that decreases sediment increas power, reduces gasoline and oil consumptio and prolongs the life of every working pa

Be sure you know what kind oil goes into your engine

You cannot afford to use ordinary oil at a price, for the damage caused by the sedime in ordinary oil *cannot be repaired.* Sedime in your oil means *costly replacements.*

As motorists discover that cheap, ordina oil is the real cause of 90% of their troubl they begin to insist on knowing what ki of oil goes into their engines.

What the Sediment Test mea

The striking superiority of Veedol to or nary oil in this respect is clearly illustrat

Your engine will give years of efficient, dependable service—if you lubricate it properly. Over a million motorists keep their cars running like new and avoid the heavy expense of a course in repair shop experience by scientific lubrication with Veedol. You will be doing your bit by saving the time of mechanics needed for war work

y the Sediment Test, shown in the two ottles at the top of the opposite page.

Notice that the ordinary oil, in the left-hand ottle, contains fully seven times as much ediment as Veedol.

The average motor oil acts like water in a ettle. When water is subjected to intense eat it evaporates as steam. Under the terific heat of the engine ordinary oil evaporates very rapidly through the oil-filler in the orm of vapor.

Veedol not only resists destruction by heat nd the consequent formation of sediment, ut also reduces evaporation in your engine o a minimum. You will get from 25% to 0% more mileage per gallon with Veedol or this reason.

When figured by miles of service, and not by ost per gallon, Veedol proves much more conomical than ordinary oils, which evaporate rapidly under the heat of the engine.

Made by an exclusive process

Veedol is made by a distinctive method—he Faulkner Process—recently discovered nd used exclusively by this company.

The engineers and refining chemists who developed Veedol knew that one grade of lubricant could not meet the requirements of ll types of internal combustion engines.

Numerous experiments were conducted in he Veedol laboratory—the only mechanical esting laboratory in the world maintained by lubricant manufacturer—to determine the rade of Veedol best suited to each type of ngine.

The result of all this research and practical xperimentation was the Veedol Lubrication Chart.

This chart specifies the scientifically correct grade of Veedol for all types of internal combustion engines.

Try this road test with your car

Drain the oil out of your crankcase and fill with kerosene. Run the engine *very slowly* for 30 seconds and then clean out all kerosene. Fill up with Veedol and make a test run over a familiar road including steep hills and level straightaways.

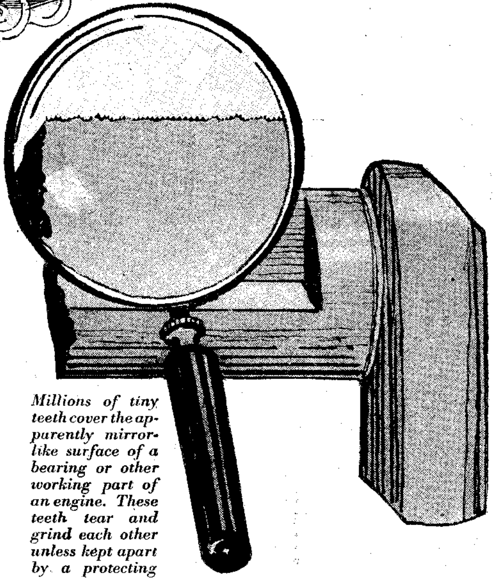
You will find that your engine has acquired new power, hill-climbing ability and snappy pick-up. It will run more smoothly and quietly and will give greater gasoline mileage.

Buy Veedol today

Your dealer has Veedol in stock, or can get it for you. If he does not, write us for the name of the nearest dealer who can supply you.

Send for this 80-page book on lubrication

The most complete book ever published on automobile lubrication, written by a prominent engineer, and used as text book by many schools and colleges. Describes and illustrates all types of lubrication systems; tells how to keep your car running like new at minimum expense. Also contains Veedol Lubrication Chart, showing correct grade of Veedol for every car, winter or summer. Send 10c for a copy. It may save you many dollars.



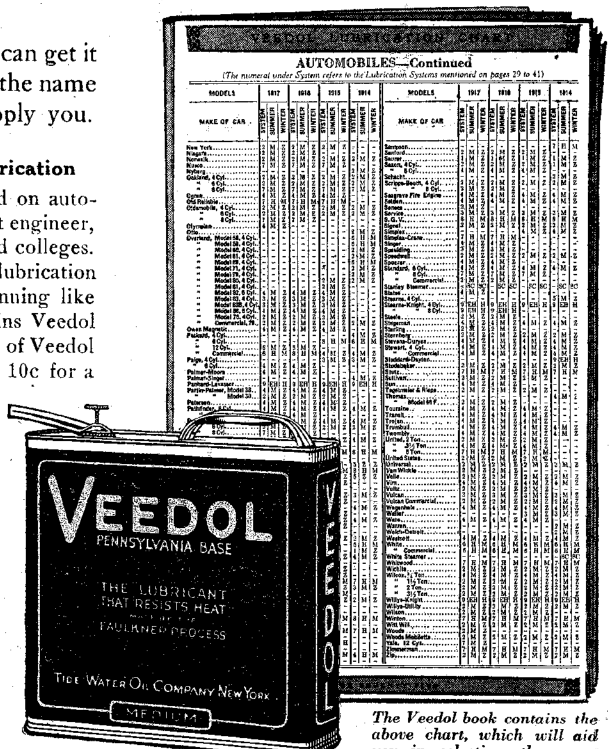
Millions of tiny teeth cover the apparently mirror-like surface of a bearing or other working part of an engine. These teeth tear and grind each other unless kept apart by a protecting film of lubricant

TIDE WATER OIL COMPANY

Veedol Department

1828 Bowling Green Building New York

Branches or distributors in all principal cities of the United States and Canada


VEEDOL LUBRICATION CHART
AUTOMOBILES—Continued
(The numeral under System refers to the Lubrication Systems mentioned on pages 29 to 41)
VEEDOL
PENNSYLVANIA BASE
THE LUBRICANT THAT RESISTS HEAT
FAULKNER PROCESS
TIDE WATER OIL COMPANY NEW YORK
MEDIUM
VEEDOL

The Veedol book contains the above chart, which will aid you in selecting the exact scientifically determined lubricant for your engine correspondent says, who had been sleeping and were now marching toward the fires. And one, as he marched, broke into a song. It was "Good-by! Good-by!" And then, Gibbs writes:

> During the night the enemy brought up more guns of lengthened range and flung over eight-inch stuff and other abominable things with a wide, scattered fire over all these fields and villages, so that one could be blown to bits in fields of springing crops or in the back garden of any cottage.
>
> It is just a question of luck, but among the soldiers who have to pass through places because it is their unpleasant job were old women, girls, farm boys, and babies. They had stayed there too long with a queer fatalistic belief that if the enemy was shelling the next village but one they were safe. But the enemy had brought forward his guns and lengthened his range, and now this morning these poor people in the zone of fire were in actual battle-fields.
>
> Even then some of them dallied to pack bundles. They were anxious, but not panic-stricken, and old ladies in black dresses tramped down lanes and roads under a scattered fire of shells that came roaring like devils and burst with damnable explosions, as tho it were nothing but a thunder-storm from which they were hurrying for shelter.
>
> One old woman told me in queer Flemish patois that she wanted to go home, and pointed to her farmstead, which was being knocked to pieces by a shell. A lanky boy leaning up against a house and watching the battle explained her case to me in good English.
>
> "The old woman is daff. She said she wants to get her cow in an old house down there. A man was killed there five minutes ago, so a Tommy told me."
>
> He turned to the old, wrinkled dame and said in Flemish, which is so like English that I could make out his words: "You come again this afternoon, mother."
>
> It seemed to me that the afternoon would be no better than the morning round about that red-roofed cottage which had lost half of its walls.

The arrival of the French on the Northern front was hailed with joy by the weary British:

> As they came marching up the roads to the front they were like a streaming river of blue—blue helmets and coats and blue carts and blue lorries, all blending into one tone through these April mists as they went winding over the countryside and through French market towns, where their own people waved to them, and then through the villages on the edge of the Flanders battle-fields, where they waited to go into action under shell-broken walls or under hedges above which British shell-fire traveled or in fields where they made their bivouacs, and fragrant steams arose to one's nostrils as *cuistots* lifted the lids of stew-pans and hungry men gathered around after a long march.
>
> I saw some of these French soldiers under fire yesterday, harassing fire, which the enemy was flinging about the roads and fields, and they were very careless of its menace and went about their jobs calmly, with many jokes among themselves, like men who are accustomed to this sort of thing, and made no account of it.
>
> Some of their officers were strolling about on a plot of ground which the enemy was plowing with odd shells, big and beastly things, which came with a shrill singsong and burst enormously, and these French officers, very chic, very courteous to the English about them, smoked cigarets and chatted together as they watched the battle not far away, and the flames of Bailleul, and the wicked line of fire from the German barrages down the Flemish roads. Their nerves seemed unshaken by the noise, and they were not excited.

A story of bravery that has not yet been fully told is that of the heroic action of the doctors, nurses, orderlies, and ambulance-drivers who were not very far behind the firing-line when the big battle opened on March 21. The correspondent writes:

> In a few hours they were on the very edge of the enemy's advancing tide, so that they were almost caught by it and had to make brave efforts to rescue the wounded, save their equipment, and get away to a place where for a little while again they could go on with their noble work until the red edge of war swept up with its fire again and they had to retreat still farther.
>
> I used to pass very often the outer ring of those casualty clearing-stations on the right of the British line beyond Bapaume, in the Cambrai salient, and away toward St. Quentin.
>
> They were almost caught on that day of March 21, when the infernal bombardment was flung over a wide belt of the British lines, and the enemy stormed the defenses and the British fought back in heroic rear-guard actions. It became a question of only a few hours, sometimes of the last quarter of an hour, when these brave medical officers with the nurses and orderlies could get away.
>
> It is always the rule of patients first, and at Ham there were 1,200 wounded, and many others in other places. The railways were choked with military transport or destroyed by shell-fire. On the roads refugees were mixed up with the transport and guns and troops. It was a frightful problem, but the medical staffs did not lose their nerve and set about the business of removal with fine skill and discipline.
>
> What wounded could walk were gathered together and sent on to the roads to make their way back as far as their strength would carry them. The badly wounded were packed into all the available ambulances and sent away. The equipment had sometimes to be put on any train, regardless of its destination. It was gathered in afterward from whatever place it went to.
>
> A casualty clearing-station of 1,000 beds needs 100 lorries to move it, but nine lorries take a full kit for 200 beds, and always nine lorries moved off first after the wounded to take up a new station farther back and carry on. The medical officers looked after the surgical instruments and trundled them along the roads on wheeled stretchers. One officer went twenty-five miles this way and another seventeen miles. The sisters, after the wounded had left, were put on any vehicle going back from the battle-line.
>
> During these days I saw them squeezed between drivers and men on motor-lorries, sitting among the Tommies in transport wagons, one at least on a gun limber, and others perched on top of forage, still merry and bright in spite of all the tragedy about them, because that is their training and their faith.
>
> In this retreat one poor sister was killed and another wounded. Many of them, with the medical officers, lost their kits. At Achiet-le-Grand, on March 21, a shell killed eight orderlies and blew out the back of the operating theater, and at another village on a second night three ambulances were smashed up by bombs. Two drivers with some of their patients were killed, but all the wounded were brought away from the outer ring of casualty clearing-stations safely, and then from the second ring through Roye and Maricourt, Dernancourt, and Aveluy.

HUNTER OF GERMAN SPIES ASKS AID OF ALL LOYAL AMERICANS

CHARLES F. DE WOODY divides the enemy agents and spies into four breeds, which he says will bear watching every minute of every hour of the day or night. Here is the way he classifies them:

The Propagandist.

The Informant.

The Labor Agitator and Disturber of Industrial Conditions.

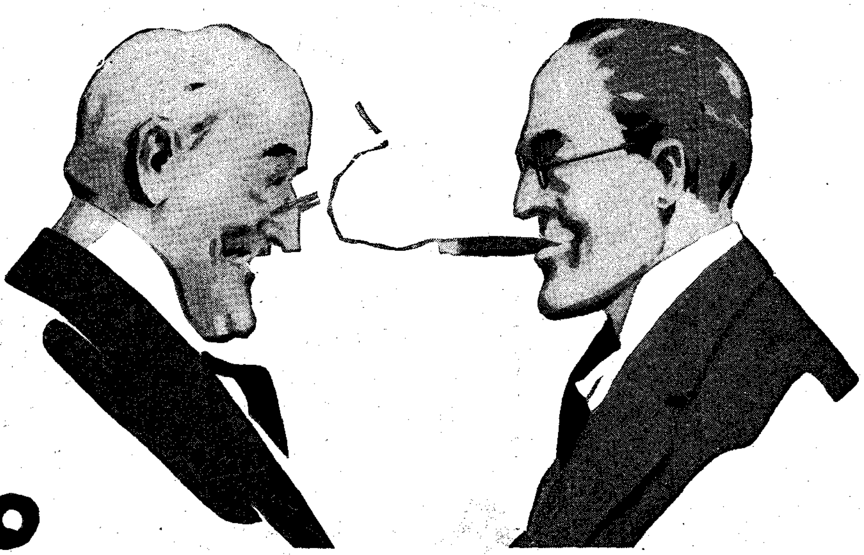
The Incendiary and Bomb-maker.

Mr. De Woody is the new spy-hunter in the New York district. He comes from Cleveland, and his official title is Chief of the Department of Justice Bureau of Investigation, otherwise known as the Secret Service. With De Woody a spy is a spy, and he will arrest a woman as quickly as he will a man if he suspects that she is working for the Kaiser. Since he took charge in New York, a little more than a month ago, three women, reputed to be the most important members of their sex in the German spy system, have been taken into custody on his order. It is not because De Woody lacks chivalry, but because he believes that women spies are the most dangerous operators with whom the Government has to contend.

There is nothing of the sleuth about the new spy-hunter. His policy is that of the "open door," and he asks the aid of every loyal American, man, woman, and child, in safeguarding the country.

Of the agents who come under his first classification he says in an article in the New York *Times:*

> "To sum up the peace propaganda situation, I will say that at present it is as dangerous as any we are contending with.
>
> "The great loyal public should be on the alert all the time to guard their country against these clever propagandists. When an American has reason to believe that a person is an active propagandist, that citizen should immediately make inquiry to determine the past history and antecedents of the person suspected, in order to get a line on the real motive behind the agitation. In most instances investigation will show that the sudden fervor of the agitator is of quite recent origin, and that there is a sharp line of demarkation between his previous and present status and views. In other words, it is generally easy to determine almost the exact time when the propagandist became so deeply



Who Discovered RICORO?

"An Efficiency Engineer discovered Ricoro," said the manufacturer. "He had just demonstrated how I could increase our output and decrease our operating expense when I offered him one of my 'customers' cigars.

" 'Try one of mine instead,' he laughed, 'Maybe I can also increase your smoking enjoyment at less expense '

"I bit off the end, lighted up and puffed it. 'Well,' I said, 'What's the answer? This is as good as the cigar I smoke, and probably costs as much.'

" 'That's *half* the answer,' he replied, 'It's as good as your cigar—but it costs only 8c. It's a Ricoro, the Corona size—*imported duty free* from Porto Rico.'

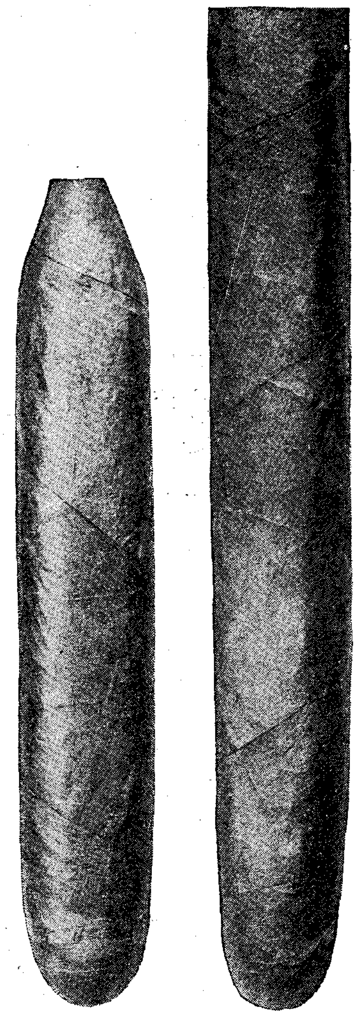
" 'As an Efficiency Engineer you are sure *some cigar expert*,' I remarked."

Sooner or later you'll discover—

Ricoro

the "Self-Made" Cigar

Because you can afford 15c or 25c cigars is no reason for smoking them if a 7c or 8c Ricoro will prove as enjoyable. A trial is the only test that tells. *Discover Ricoro today.* You'll find out why we call it the "self-made" cigar and why millions of Ricoros were sold the first year they were on the market.



Saratoga Size	Corona Size
7c	8c
Box of 50—$3.50	Box of 50—$4.00

Imported from Porto Rico

War Savings Stamps sold in all United Cigar Stores

Ricoro is made in a dozen sizes and shapes, from 6c to 2-for-25c —simply the question of size. The quality is the same in all.

CIGARS UNITED

Sold only in United Cigar Stores—"*Thank You*"

UNITED CIGAR STORES COMPANY

Over 1200 Stores Operated in Over 500 Cities. General Offices, New York

Nettleton

Shoes

are vastly more than the creation of a style designer

They exemplify an expert craftsmanship that utilizing only the finest materials, and assembling these with an infinite patience produces a work wonderfully exquisite in detail and substantial in construction.

To touch a Nettleton Shoe is to realize that here is a rare quality of leather. To slip your hand within is to feel a smoothness, a modeling, a moulding that is as perfect as it is uncommon.

As when you handle a fine fabric or a rich porcelain of unusual quality, so, instinctively you know that this shoe is the embodiment of comfort, that it is impregnated with durability, that the grace and beauty so wonderfully wrought will endure.

There is a Nettleton dealer in every city where Nettleton shoes can be purchased at prices ranging from $10.00 the pair up.

The Oxford pictured above is our Ardsley, Number 061 in tan; 071 in black.

U. S. Army Officers have set the seal of their approval on Nettleton Military Footwear Extraordinary.

A. E. NETTLETON CO., Syracuse, N. Y.

Largest Manufacturers in America of Men's Fine Shoes Exclusively.

interested in the peace or other pro-German agitation. After having gained the needed information, the citizen should lose not a moment in reporting all the facts in his possession to the proper authorities.

"The second type of German agent or spy is what I call the informant. He is a real spy. I am sorry to say that I think there are a good many of this type still at large in the country. It is safe to say that prior to our entrance into the war there was some one whose duty it was to direct the compilation of accurate statistics with reference to everything in the United States essential to our national defense. The German statisticians, if we may dignify them with that title, gathered statistics regarding machinery and equipment, the character of production, and the extent of output, the conditions in the great industrial centers and the mining regions, our financial condition, foodstuffs, agriculture—in fact, full data regarding every trade and industry whose operation and output were vital to the proper defense of the United States and the furtherance of our preparedness program.

"Naturally, the most important and the most desirable goal of these informants at this time is to gain access into the ranks of the naval and military forces of the nation. I think I may add, without doing any harm, that within the last week the Army Intelligence Service has brought to the attention of the Department of Justice Bureau of Investigation the case of two German enemy aliens in business in this city and operating near—almost at the edge—of a number of the most important military camps in the East. We are investigating in order to determine the true status of these two subjects of the Kaiser.

"Now for the third kind of trouble-maker, the disloyal labor agitators. Before we entered the war they sought to interject themselves into the local organizations of labor-unions of the American Federation. But the watchfulness of the president of the Federation, Mr. Gompers, and of his patriotic subordinates, backed as they were by the great mass of American union-labor men, has to a great extent rendered futile the activities of the Teuton agents. Failing in their drive against union labor, the German agents tackled the Industrial Workers of the World. Therein we have another story."

In connection with enemy agents within the ranks of the I. W. W., who, he declares, are but poorly concealed, the Government's spy-catcher related this story, which he said had never been told before:

"Last winter the Department of Justice Bureau in Cleveland ascertained that a definite plot which involved the complete tie-up of all traffic on the Great Lakes, in order to cut off the great ore district of Upper Michigan and the smelting centers of the Pittsburg, Youngstown, and the Mahoning Valley districts, and in this way demoralize the production of arms and munitions, had been worked out and was being put into operation. It is safe to say that 75 per cent. of the iron ore of the United States is refined in the districts I have named. With this fact in mind you can imagine the magnitude of the disaster that would have followed if the German plot had succeeded. Its success would have meant practically the complete interruption, perhaps for a long period, of our great steel industry.

"We found out that the I. W. W. had planted two or more organizers on every boat on the Great Lakes. They sought to organize the crews as members of what they called the Marine Transport Workers' Union, the headquarters of which was in Cleveland. The Department of Justice, in order to combat the plot, placed its own confidential agents in the I. W. W. organization. Some of our men were elected to the most important offices in the organization, with the result that the Department of Justice was able to anticipate every move contemplated by the conspirators. Within sixty days the Marine Transport Workers' Union ceased to exist so far as Cleveland was concerned. It then transferred itself to Buffalo. Then it was run out of that city, and finally landed in Niagara Falls, where it died. Its span of life was just ninety days.

"This incident of the Marine Transport Workers' Union shows the German labor spy at his worst. Of course, the spy is still at work, and we may be assured that he will go to any length to carry out the instructions of his masters. There has been a lot of sabotage practised in various parts of the country, efforts have been made to destroy crops, and other outrages attempted, but so far the score is all in favor of the United States."

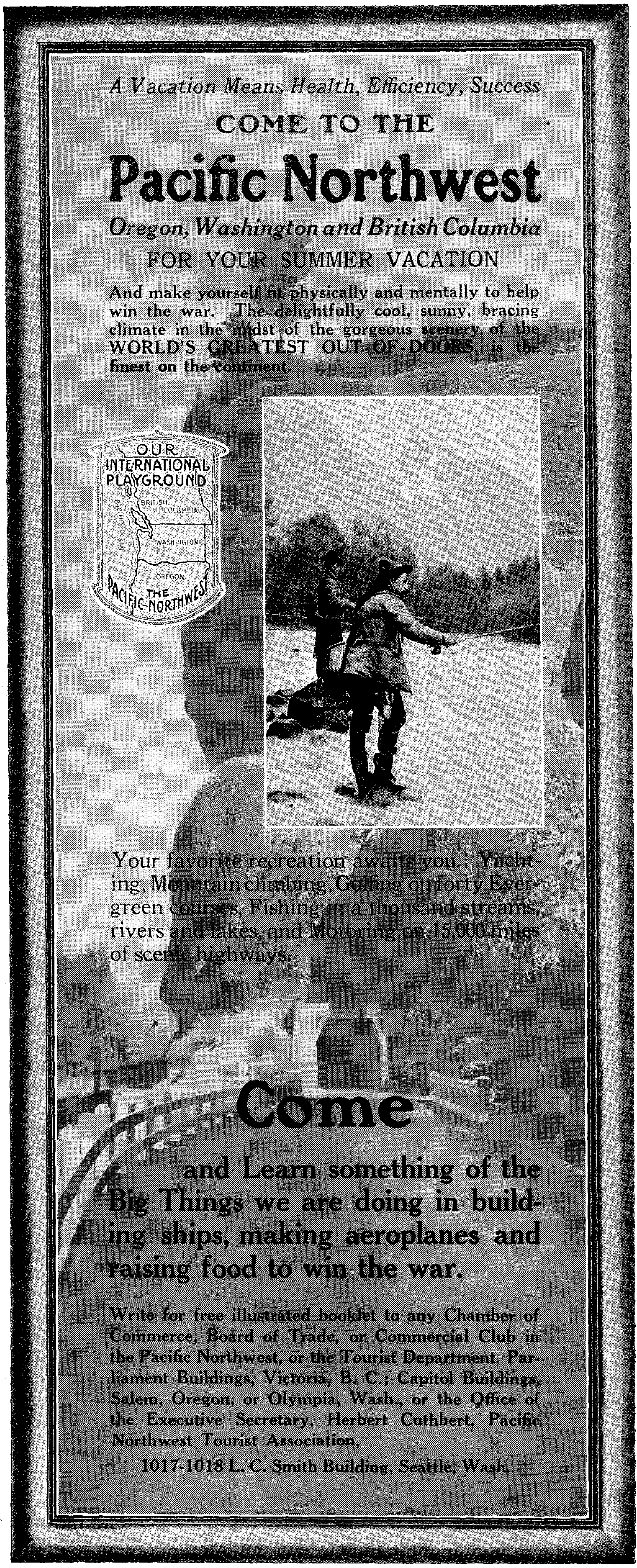
IF YOUR JOB IS "LADYLIKE" WATCH OUT FOR MRS. RICHARDS

YOUNG men with ladylike jobs better watch out or Mrs. Richards will get 'em, for she means that every bit of man-power that can be relieved by women for war-work shall be made available, and she is a rather determined sort of person. She is the head of the new women's division of the National Department of Labor in Washington, and she says she would like to see every man put into a man's job instead of wasting his time at some work that could be as well done by a woman. She believes that ship-building, or other essential war-work, is better suited to a man than standing behind the ribbon-counter or mixing ice-cream sundaes.

"We need men on the farms, in the ship-yards, and in the munition-plants," she says in an interview in the Philadelphia *Public Ledger*, "and, more important than all, in the Army and Navy, the flying-corps, and the merchant marine. Let's put all the men to work in the big essential jobs for which they are fitted by their strength, and let the women of the nation keep the wheels of industry going in those fields of activity for which they certainly are qualified in every way."

Mrs. Richards has had an active career altho still a young woman. She was Hilda Mühlhauser, the daughter of a wealthy Cleveland manufacturer, until she married Prof. Charles Russell Richards, director of the Cooper Union in New York City. *The Public Ledger* says of her connection with the Department of Labor:

> Soon after the United States plunged into the world-war it was seen that the withdrawal of men from industry for war-service would create great gaps in the industrial ranks that would have to be filled by women just as they had to be filled in the European nations. Secretary William B. Wilson, of the Department of


A Vacation Means Health, Efficiency, Success

COME TO THE

Pacific Northwest

Oregon, Washington and British Columbia

FOR YOUR SUMMER VACATION

And make yourself fit physically and mentally to help win the war. The delightfully cool, sunny, bracing climate in the midst of the gorgeous scenery of the WORLD'S GREATEST OUT-OF-DOORS, is the finest on the continent.

Your favorite recreation awaits you. Yachting, Mountain climbing, Golfing on forty Evergreen courses, Fishing in a thousand streams, rivers and lakes, and Motoring on 15,000 miles of scenic highways.

Come

and Learn something of the Big Things we are doing in building ships, making aeroplanes and raising food to win the war.

Write for free illustrated booklet to any Chamber of Commerce, Board of Trade, or Commercial Club in the Pacific Northwest, or the Tourist Department, Parliament Buildings, Victoria, B. C.; Capitol Buildings, Salem, Oregon, or Olympia, Wash., or the Office of the Executive Secretary, Herbert Cuthbert, Pacific Northwest Tourist Association,

1017-1018 L. C. Smith Building, Seattle, Wash.

Make Your Hair
Look Its Best

Proper Shampooing is what makes your hair beautiful. It brings out all the real life, lustre, natural wave and color, and makes it soft, fresh and luxuriant.

Your hair simply needs frequent and regular washing to keep it beautiful, but it cannot stand the harsh effect of ordinary soap. The free alkali, in ordinary soaps, soon dries the scalp, makes the hair brittle and ruins it. This is why discriminating people use

WATKINS
MULSIFIED
COCOANUT OIL
FOR
SHAMPOOING

This clear, pure, and entirely greaseless product, cannot possibly injure, and does not dry the scalp or make the hair brittle, no matter how often you use it.

Two or three teaspoonfuls will cleanse the hair and scalp thoroughly. Simply moisten the hair with water and rub it in. It makes an abundance of rich, creamy lather, which rinses out easily, removing every particle of dust, dirt, dandruff and excess oil. The hair dries quickly and evenly, and has the appearance of being much thicker and heavier than it is. It leaves the scalp soft and the hair fine and silky, bright, fresh-looking and fluffy, wavy and easy to manage.

You can get MULSIFIED COCOANUT OIL at any drug store, and a 50 cent bottle should last for months.

MULSIFIED
COCOANUT OIL
SHAMPOO FOR THE HAIR
ALCOHOL 6%
PRICE 50 CENTS
DISTRIBUTED BY
THE R.L.WATKINS COMPANY
CLEVELAND, OHIO U.S.A.
NET CONTENTS 4 FL.OZ.

GET THE GENUINE
LOOK FOR THIS SIGNATURE
R.L.Watkins
ON EVERY ORIGINAL BOTTLE

If your druggist does not have it, an original bottle will be mailed direct upon receipt of the price.

Splendid for Children.

THE R. L. WATKINS CO., Cleveland, Ohio.

Labor, was quick to sense the situation and arranged for the organization of the women's division.

Out of all the leaders of working women in the country Mrs. Richards was chosen for the place, and it goes without saying that she has preeminent qualifications that fitted her for the position. It was she who headed the first municipal employment bureau in America. That was in Cleveland, O. The daughter of a wealthy Cleveland wool-manufacturer, Miss Mühlhauser had from girlhood made a study of the working conditions of women. In order to get first-hand information on her subject in the most authentic manner, she went into factories and learned by actual experience. She was associate head-worker of a Cleveland settlement, and for eight years lived in an industrial neighborhood, where she came in daily contact with women in industry.

After organizing the municipal employment bureau in Cleveland, Miss Mühlhauser set up a comprehensive organization in which were merged all the industrial organizations of the city — everything from a housemaid to a private secretary. Through the employment of a staff of secretaries and investigators she was enabled to keep track of women in employment in the city of Cleveland. Places were found for 10,000 women in one year. A practical and accurate history of each case was on file. When an employer wanted a woman for a position the bureau knew the history of each applicant and was able to fill the opening on a moment's notice in a most satisfactory manner.

The good work soon became known outside of Cleveland. The city of Minneapolis was the first outside city to call for the services of Miss Mühlhauser. To that city she went in response to a call and assisted in organizing the employment bureaus in Minnesota, under the auspices of the Civic and Commerce Association.

It is this work, upon a nation-wide scale, that now is being done by the new women's division of the Department of Labor—organizing the working women of every State in the Union so that when their services are required the authorities in Washington may know just where to get the women and for what work they are qualified.

Here is the story of how Miss Mühlhauser, as she then was, became connected with the Department of Labor: Newton D. Baker, now Secretary of War, when Mayor of Cleveland, being familiar with the work of Miss Mühlhauser, sent her to San Francisco in 1915 as a delegate to an unemployment conference. Secretary of Labor William B. Wilson was present and heard Miss Mühlhauser tell of her work in Cleveland. He was so much imprest that upon his return to Washington he sent for her for advice, and as a result she became the employment expert of the Department. In defining the functions of the new Bureau, Mrs. Richards said to a representative of *The Public Ledger*:

"Let it be understood that we are not at the present time engaged in putting women to work to lower standards of men. Our first aim is to discover the needs of the Government and then to fill up the industrial ranks as required. Our purpose is to make a careful and complete survey of the labor situation throughout the United States with respect to the number of women available and place them where they are needed for war-work. This will be a central office of all Federal employment bureaus devoted to women's work. There are at present twelve branches, located in the States of California, Nebraska, Missouri, Illinois, Indiana, Louisiana, Pennsylvania, New Jersey, Maryland, New York, Massachusetts, and the District of Columbia. Later on more agencies will probably be organized as the needs of the situation develop.

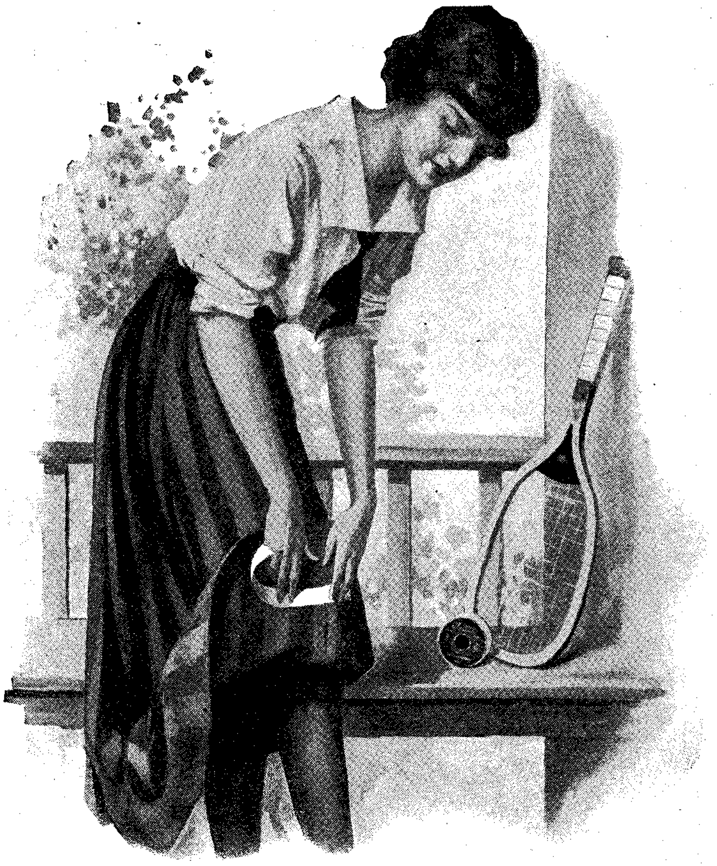
"What the women are doing abroad is only too well known. It is estimated that 80 per cent. of all the munitions made in Great Britain are manufactured by women workers. Since the beginning of the war approximately 1,250,000 women have been drawn into the various occupations held only by men before the war. This is an increase of more than 37 per cent. over the number of Englishwomen in industry in July, 1914. One munition-factory alone employs 40,000 women. You have only to remember that 7,000,000 men of Great Britain have gone into the fighting service to realize the tremendous draft on female labor necessary to keep things going.

"The time may come when our women will have to assist even to the business of building ships. That does not seem necessary here at the present time. However, our function will be to canvass the country, find the number of working women available, find the capacities for which they are qualified, and then be ready to have them step in when the Government calls for them. Women are walking into many new avenues of business and professional life not heretofore occupied by them."

Altho women workers soon began the work of self-protection, only a small percentage of them are organized, but, says Mrs. Richards:

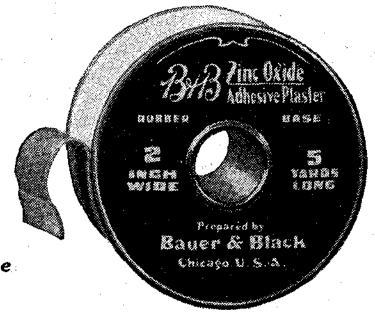
"We must protect our women from exploitation, and, remembering the experiences in England, where overwork in the beginning of the war proved harmful to the health of the worker and did not increase production, we must limit the hours of work and provide decent working conditions. The woman who does the same work as a man ought to receive the same pay. Safety devices should be installed, so that the danger of accidents is minimized and added machinery installed to eliminate heavy lifting and work which would otherwise be too great a strain. As the United States gives its resources and its men to help win this struggle for democracy, the women of the nation will take their places with a patriotic spirit unexcelled, and lend their energies in every phase of endeavor to the successful prosecution of the war.

"Very many men now going away to war will not come back at all. Many others will come back maimed and incapacitated for their former vocations. The result will be a disturbance in the economic and labor situation that will be relieved here just as abroad. This is a new problem, for women are coming into industry as never before in the history of our nation. A great many of them will turn over their places to the returning soldiers again, but many more will remain at their posts of industry; how many can not be judged until the times comes. These things will all have to be taken care of in their turn. Our problem now is to get out the full labor strength of the country and to prepare the women of America for any emergency that may arise. That is our par-



B&B

Adhesive Plaster Tape



In mending torn clothing apply Adhesive underneath

The Universal Mender

It Will Serve You

In a Thousand Ways

MILLIONS of people use B & B Adhesive Plaster Tape almost daily. Every home has countless uses for it.

It is a strong tape, so it holds. It is rubber-coated and thus practically waterproof. It sticks without wetting to anything that's dry. And it stays stuck.

Applied to rubber or metal it stops leaks. One great use is in mending leaky lawn hose. Applied to wood or other things it repairs almost any break.

Even tires and tubes can be temporarily mended by it.

On golf clubs and tennis rackets it makes an ideal grip. And it clings like glued-on canvas.

B&B

Double-Sure Products

This firm has a world-wide fame for the B&B Double-Sure products. These include:

B & B Absorbent Cotton
B & B Bandages and Gauze
B & B Fumigators
B & B First Aid Outfits

All made under ideal conditions. For safety's sake, ask for B & B.

Applied to hands or heels it prevents blisters or chafing. It seals fruit jars—insulates electric wires. Millions of yards a year are used by folks who know it.

This is the same adhesive tape that surgeons use to hold splints, for attaching bandages and for supporting sprains.

Get a spool today. You will wonder how you ever got along without it. For economy's sake get a 5-yard spool.

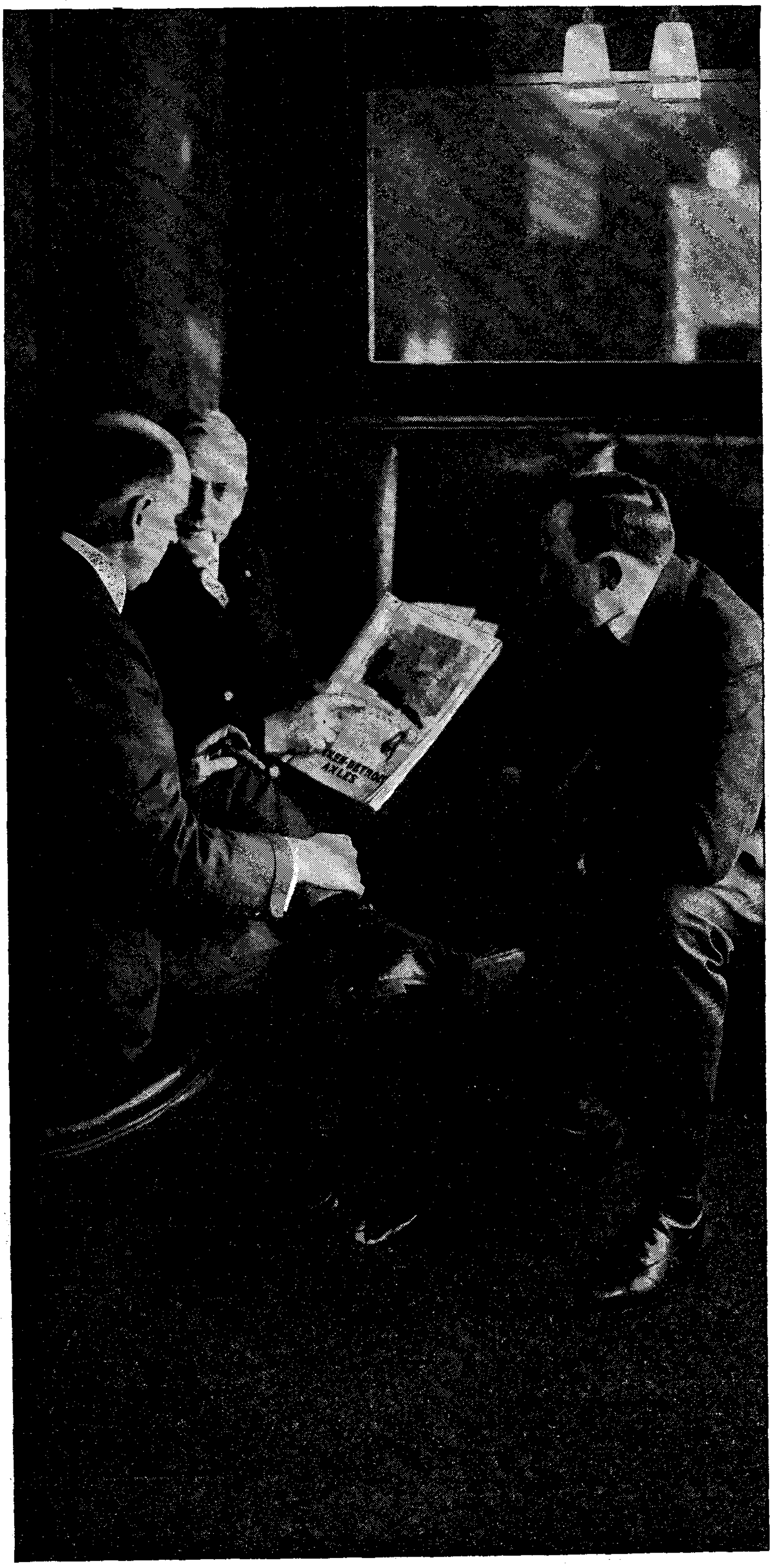
Sold by all druggists.

We have a book which pictures many uses — full of good suggestions. Write and we'll send it to you free.

BAUER & BLACK, *Makers of Surgical Dressings, etc.,* **Chicago and New York**

I'll Tell You Why They've Made Good

By the Man in the Pullman



"You ask me how Timken-Detroit gained their reputation for building motor-car axles? I'll tell you.

"Things like that don't happen, there's always a reason.

"I have one of the reasons under the front end of my car and there's another under the rear end.

"But it isn't *simply* because they make good axles—it's because they're specialists—men who have put all their energies and resources into *just that one thing for sixteen years*.

"You can depend on it they *know their job*. They aren't satisfied with just 'good enough' axles, but only with the very *best* axles that every bit of their engineering knowledge, manufacturing ability, and financial strength of sixteen years can produce."

This man expresses what we believe a great many car owners have come to know about Timken-Detroit—that it is an organization of *engineering specialists* with *one single great idea in mind* and *sixteen years of experience* behind that idea.

But it is worth while to consider in more detail what that last statement means.

First—Timken-Detroit is the oldest organization in this country devoted exclusively to building front and rear axles for motor vehicles, with the advantage of specialized knowledge of haulage problems since the day of horse-drawn vehicles.

Second—Timken-Detroit is the largest exclusive axle-building institution *covering the whole range of motor-car axles*—front and rear, for both passenger cars and trucks.

Third—Timken-Detroit means axles that are always up-to-date—axles embodying new developments that have been thought out, worked out, tested out and built, *before* the popular demand for them came, instead of long afterward.

Fourth—The Timken-Detroit Axle Company has always had and still retains the confidence of the car-builders who are firmly established, making the reliable, worthwhile passenger cars and motor-trucks. Read their names in booklet D-4, "The Companies Timken Keeps." It will be sent free, postpaid, on request to

THE
TIMKEN-DETROIT AXLE COMPANY
Detroit, Michigan

Oldest and largest builder of front and rear axles for both passenger cars and motor-trucks.

TIMKEN-DETROIT AXLES

ticular work and to it we will give our best attention."

Mrs. Richards has been identified with movements for the betterment of the condition of women and children in industry and was active in New York State in the interests of the juvenile-placement bill. Says the writer in *The Public Ledger*:

> It was in Cleveland that she married Prof. Charles Russell Richards, director of Cooper Union, New York City. At the time of her marriage she resigned her place with the Department of Labor. Then along came the war and the call to service from Secretary Wilson. Putting aside the desire to live quietly in her new-found domestic circle, Mrs. Richards answered "the patriotic call" and has thrown herself into the new position with energy and enthusiasm. She is the first woman to be appointed in the country as chief of the women's division of the Department of Labor.

THOUSANDS OF GERMAN DESERTERS HAVE FLED TO HOLLAND

At Bergen-aan-Zee, which, be it known, is a small watering-place in Holland, there is a camp for German deserters, where those who have fled from the armies of the Kaiser, and who have been unable to obtain employment, have been corralled by the Dutch. Altogether, counting those who are able to maintain themselves, it is estimated that there are now within the jurisdiction of the Dutch more than 20,000 Germans, cowed in spirit by the merciless discipline of their armies. Henry Suydam, a staff correspondent of the Brooklyn *Eagle*, recently visited the camp, and he writes:

> There is no outward distinction in this camp from any of the various prison-camps scattered around Europe, or, indeed, from the miscellaneous camps in Holland itself, for Holland is dotted with concentration-depots for Belgian refugees, for Dutch unemployed, for British and German interned troops, and for exchanged prisoners.
>
> I went to the deserters' camp at Bergen-aan-Zee on a depressing day—one of those periods of rain and mist that makes these towns on the Dutch coast seem like mere islands in the North Sea. You chug through the Dutch swamps to the north of Alkmaar in a steam-tram, and the screeching of the miniature locomotive is the one sound that breaks the insistent Dutch silence.
>
> This is very quaint and charming, like so many things in Holland, up to a point—and that point is the camp. The deserter is a new phenomenon, at least in my own experience in matters of war. I think I must have expected to see a group of minor prophets in a Dutch wilderness. It was, at any rate, a shock to catch sight of men strolling around behind the barbed wire in ragged civilian clothes or torn uniforms, looking the same as German prisoners behind the British lines in France. Their appearance, however, was a mere item; it was the atmosphere of the camp that counted, an atmosphere such as I have never met anywhere during my three years' contact with so many primitive aspects of the war—an atmosphere that I can compare with only one thing, the curious depression—disintegration, almost—spread abroad in Petrograd by the Russian exiles who came tramping back from Siberia in March, 1917.
>
> The first German that I interviewed was the camp cook, who was a German sailor about thirty years of age, of sturdy physique and quick mentality. He shouted "*Achtung!*" in regular drill-ground fashion when I entered the kitchen, and the three spoons of his three assistants clattered to the floor. They clicked their wooden clogs together at the heel, and that ineffable, beaming expression of dog-like devotion assumed by a German soldier when addressing a superior came across their faces. German discipline is taught to stick; its very stiffness becomes automatic, like shaking hands or raising one's hat.
>
> Now this cook was a good type of man, by no means a coward, and with an evident desire to express himself. He answered "*Ja wohl!*" with fierce enthusiasm, when I asked him whether he was a deserter, and he bellowed "*Ja wohl!*" again when I asked him whether he had been at the front, but beyond that he was non-committal. When I asked why he had deserted, and what he thought of the German Government, a look of fear came into his eyes, he stuttered and apologized, and wound up by admitting that it was "not safe to discuss these things."
>
> He had been in the galley of the German battle-ship *Frauenlob* during some of the earlier naval actions. Just before the Jutland engagement he had been sent down to Zeebrugge, where he cooked for submarine crews, for whom he cherished great admiration. Their appetites, he said, were monstrous. He had never seen men eat such quantities with such speed, such devouring eagerness.
>
> One day, being satiated with German war, he walked up the Belgian coast to Knocke, went into hiding for some time, and then, by an elaborate process, crawled under the wire entanglements along the frontier, escaped the sentries, and arrived on Dutch territory.

It is not at all unlikely that he will eventually land in Hoboken, for he says that he should like to see his mother and his sweetheart after the war, but if Germany refuses to grant an amnesty he will go to America.

Outside, a young Bavarian was pacing up and down in the rain. The *Eagle* correspondent approached him and asked suddenly:

> "Do you think the German Government will ever pardon deserters?"
>
> He regarded me in a determined way, as if he had been thinking about just that point. Then he said, as one who states an axiom: "If Germany wins, there will be no pardons."
>
> "Yes, we know that," I said. "But do you think the Germans have a chance to win?"
>
> The man gritted his teeth and said grimly: "That is by no means impossible."
>
> Then he went off again, squdging about in the mud, as if the prospect angered him in a personal way, as it well might. But he would say nothing. The German Government, it seems, sends out spies as deserters and "plants" them in various camps to acquire signs of revolutionary gossip.
>
> These men are disowned by the German Government, of course. They are men without a country, and that, intrinsically,

The Tom Wye

—the Story of a New Jacket that gives warmth without bulk

HAVE you seen the new Tom Wye? You'll want one as soon as you see it.

Men everywhere are wearing it for motoring, for sports and for general business purposes. Business men wear it under their coats and find that it gives warmth without bulk. Traveling men like it because it folds into small space and comes out without a wrinkle. It is tailored from finely knitted cloth and can be worn in countless places where you would not wear a sweater.

Knitted by the Tom Wye stitch

This stitch gives the fabric its special close, firm texture. Yet the fabric is so elastic that it will spring back into shape if stretched.

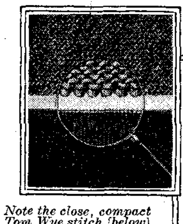
The yarn used in the Tom Wye is pure, double-combed Australian worsted wool, the only wool that will stand hard wear and hold its elasticity.

The jacket is carefully tailored. Shoulder seams stay in place; buttonholes will not stretch; front lies flat; no bulging under the arms.

Made in 10 colors; sizes 34 to 46. Prices $12.50 with sleeves, $11.00 without sleeves.

The Tom Wye is carried in fine stores. Or address

BARNES KNITTING CORPORATION NEW YORK
DOUGLASS BARNES President
303 FIFTH AVENUE AT 31ST STREET
MANUFACTURED BY
WYE KNITTING MILLS
WINCHENDON MASSACHUSETTS

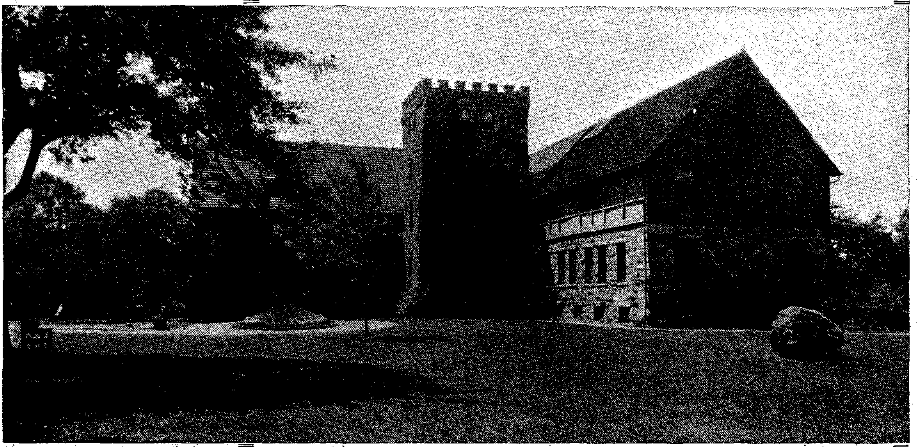


Note the close, compact Tom Wye stitch [below] compared with the ordinary loose loop stitch [above]

This reinforced shoulder seam on under side prevents the shoulder from sagging

The
Roycroft
Shop
EQUIPPED WITH
ONLIWON
HYGIENE

The Roycrofters, a development of the late Elbert Hubbard's ideal, provide every detail of equipment that makes for the Health and Happiness of their guests and workers.



This is but one of their beautiful buildings at East Aurora, N. Y. Every one of their buildings is equipped with—

THE ONLIWON HYGIENE

REGISTERED U. S. PATENT OFFICE

ONLIWON is the system for your HOME because it is so Sanitary, Efficient and Economical—because it will add to the attractiveness of your toilet rooms.

ONLIWON HYGIENE is the combination of an interfolded package of sanitary tissue sheets and a cabinet which protects each sheet from dust and germs, serves just two sheets at a time and PREVENTS WASTE.

ONLIWON TOILET PAPER is of fine quality but moderate in price—made of the highest grade material—1000 soft, firm, full sized sheets, cut and folded by machines in an inconceivably small package—reaches you untouched and uncontaminated.

ONLIWON CABINETS are so simple that not a minute is required to insert the ONLIWON package. They are attractive and durable—use cannot injure them—no knobs to turn—nothing to get out of order.

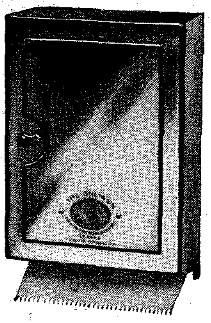
They will not mar your walls or woodwork. No new holes to bore. You can replace the old, unsightly fixtures yourself, quickly—easily.

SPECIAL OFFER FOR YOUR HOME

Send us your dealer's name and $1.85 and we will send you, prepaid, to any point in the U. S. A., the nickel-plated ONLIWON Cabinet and eight 1000-sheet packages of ONLIWON toilet paper, or sixteen 1000-sheet packages and the cabinet for $3.20. The regular price of the cabinet is $1.00.

Your dealer will funish additional supplies of paper at the regular price—eight 1000-sheet packages for $1.35, or sixteen 1000-sheet packages for $2.70.

A. P. W. PAPER CO.
1281 Broadway, Albany, N. Y.
Makers of ONLIWON Paper Towels and Towel Cabinets



Nickel-Plated Cabinet $1.00

THIS END TOWARD THE WALL
THIS SIDE UP
A.P.W. Paper Co., Albany, N.Y., U.S.A.

Package of ONLIWON Paper—ready to insert.

1000 full size sheets, interfolded in an inconceivably small package.

Russia Before and After the War

An astonishing description of the developments the war has caused in the Russian people. ***Russia of To-day,*** by John Foster Fraser, explaining people, country and future. ***Profusely illustrated; cloth bound, $1.50; by mail, $1.62.*** FUNK & WAGNALLS COMPANY, New York.

Be a Better Salesman

You can — whether you are a beginner or already experienced. Successful Selling, by E. LEICHTER, will help you to train yourself to judge every prospect right, and use the selling tactics best adapted to each individual case. By mail, 54 cents.

FUNK & WAGNALLS COMPANY, New York

Discoveries That Vindicate The Bible

Amazing archeological discoveries have been made during the past few years which are of the most vital importance to every Bible student. Original manuscripts dug up in Egypt are found to answer conclusively many of the criticisms that have been leveled at the Bible and defend many of the Scriptural passages which have been constantly attacked. Writings centuries older than any previously discovered have been unearthed and their priceless contents translated. Some of these give striking proof of the accurate political and geographical knowledge possessed by New Testament writers, and shatter many of the claims of destructive criticism. The whole fascinating story of these discoveries is told simply and clearly in this important new book,

The New Archeological Discoveries

and Their Bearing upon the New Testament. By Camden M. Cobern, D.D., Litt.D. In a vivid and fascinating way, the Author presents the wonderful manuscripts and their story of the life and customs of the earliest Christians, drawing the most remarkable parallels between the modes of living of that period and of our own. The book contains many striking illustrations of the sculpture, architecture, etc., which have been brought to light. This remarkable volume will provide Pastors, Teachers, Lecturers, and other Bible students with a rich store of valuable and necessary material and will give to the general reader much worth-while entertainment and information.

A large book handsomely bound in cloth; price $3 net; by mail, $3.16.

FUNK & WAGNALLS COMPANY, 354-60 FOURTH AVENUE, NEW YORK CITY, N. Y.

is a very awkward position, in these days when a passport is more precious than a bank-account. There was indeed more than a touch of the *Philip Nolan* legend in one of the smaller barracks, where I found several youths manufacturing trinkets out of odds and ends of wood and tin. The wall was pasted with photographs cut from German illustrated papers. The German Emperor was conspicuously absent, but Hindenburg and Ludendorff glared on one side, while Kerensky and Miliukoff beamed on the other. There were no German flag, no German inscriptions, no drawings, but enough pictures of German troops.

The procedure of the Government in the cases of these Germans is peculiar. The writer says:

> The man who surrenders himself to the Dutch authorities, either in or out of uniform, and declares himself a deserter, is required to establish his status, as the presumptive evidence is that he is an actual belligerent. Many airmen, both British and German, have been forced to descend on Dutch territory during the war, because of engine trouble, and these men have often put themselves miles from their abandoned airplane and then given themselves up as deserters, for the deserters are allowed to return to their own country, if they so elect, while the ordinary soldier who is compelled, for some reason, to trespass on Dutch soil is interned for the duration of the war without choice.
>
> Deserters are of two sorts—men who are in actual military service, and those who wish to avoid it. There is no difference in their treatment, once the Dutch Government undertakes their care. These men have no money, work is scarce, and, in any case, they have no references of good behavior in a previous employment. As such men, without money or work, would naturally be a danger if allowed to roam about Holland as vagrants, they are confined in the camp at Bergen-aan-Zee. Their names are listed at the employment agencies, and thousands of them have thus got work and been released from confinement.
>
> The German Legation in The Hague renounces these Germans, and the Government takes no cognizance of them. They receive no pay, naturally, but they have the prerogatives, so far as the Dutch Government is concerned, of returning to Germany at any time, altho what punishment would be meted out by the German military authorities is not evident.
>
> With the deserters in a camp at Bergen-aan-Zee is quartered a whole company of cosmopolitan rogues, awaiting possible deportation. The camp is, in fact, a sort of penal colony for foreigners in Holland, altho the German deserters and the common vagabonds do not mix. I saw Chinese, Roumanians, Russians, Indians, South-Americans, Poles, Hungarians—a dozen nationalities. These men are, however, of no significance in this connection, except in so far as they lower, quite distinctly, the moral tone of the camp.
>
> As evidence of the perfection of the German espionage system, it may be said that none of these deserters has been able to communicate with his relatives in Germany. The brand of outcast has been stamped upon them; letters addrest to them or sent by them are stopt. They may not come into contact with Germans at any point. They have become non-Germans, which is something much worse, in the German mind, than mere English or Americans.

HOW SAPPER KELLEY, WATER-DIVINER SAVED THE DAY AT GALLIPOLI

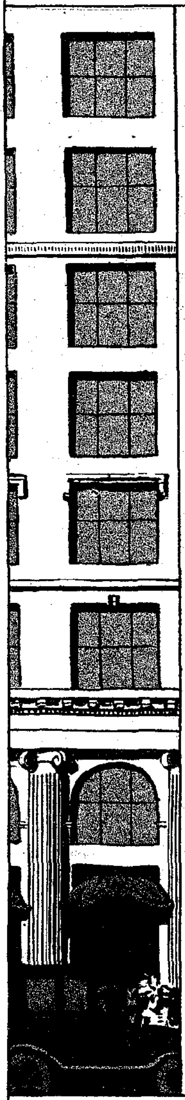
CAN you, who drink when you are thirsty, and to whom a half gallon of liquid is just a fair day's ration in hot weather, imagine the sufferings in the Gallipoli campaign of the British forces who fought on the burning desert sands on the scant allowance of a pint of tepid water a day? If you can, then imagine even that supply cut off, and you will understand the importance of Sapper Kelley and his water-divining rod. A writer in the London *Graphic* says:

> True, there were wells at some of the landing-places, and before the great heat water could often be procured in small quantities by scooping shallow pans on the beach, but, as a rule, more than two-thirds of the supply had to be brought from abroad, risking the uncertainty of a sea-voyage and the certainty of being landed under shell-fire. The average ration was about a pint and a half, which decreased to a pint when most needed, that is, when fighting was being carried on.
>
> When you remember that here at home the individual consumption in cool weather is somewhere about three pints of liquid per day, and in hot weather something nearer half a gallon, you will realize to what extremes of hardships our men were subjected. To add to this came dust and insects, which mingled with the food. The result was dysentery and sickness, and a general sapping of the strength of our forces.
>
> The Turks had always more water than we. At Anzac they held the wells near Lonesome Pine, and inland from Cape Helles, at Krithia, a fair supply existed. Their transport-lines naturally could not be interfered with. Besides this, they were all more or less inured to extreme heat, while our men had to go through a soul-flaying period of readjustment before their constitutions could conform to this and all the unusual conditions of an existence for which their lives before had so little prepared them.
>
> Looking down from "Walker's Ridge," somewhere about the 800-foot level, could be seen the dozen tanks which usually contained the water-supply for the Army at Anzac. Many men were gathered round, but the tanks were empty. No water seemed nearer than a matter of seven days, when the new supply by sea was due. Meantime, the trenches had to be manned as usual, and the continuous attack carried on against Johnny Turk.

It was in this crisis that Sapper Stephen Kelley, water-diviner, played his part in saving the situation. He was lying wounded on a stretcher outside a clearing on the lower level, but his mind was busily at work. Says the writer in *The Graphic:*

> In Australia, water-divining is a much more usual proceeding than here, where the precious fluid is seldom scarce. The owner of a sheep-run when taking up a new tract of country will naturally employ a professional diviner to locate the best spots for putting down bores, and thus securing a permanent supply for the sheep at many different quarters of the run. In his profession of engineering Sapper Kelley had many times used his gift at home.
>
> He had noticed on the Peninsula that

Strathmore
Quality Papers



Selecting a paper is like locating a business

THE choice of a site on Fifth Avenue, instead of on Sixth, is not merely a question of locality. It is a choice of customers. So with the paper you choose for your booklet. The Sixth Avenue grade of paper is all right in its place, *but is a booklet about your product its place?*

Fifth Avenue paper—the Strathmore Paper that expresses the luxuriousness, strength, dignity or exclusiveness of your product—will make your printed matter finer, more worthy of consideration, more effective in net sales produced. Your printer or advertising agent will help you find the particular Strathmore Paper you need.

Have you read "The Language of Paper," a monograph worthy the study of every user and designer of printed matter? Send for a copy today. Strathmore Paper Co., Mittineague, Mass., U. S. A.

STRATHMORE QUALITY

Words You Use Incorrectly

are more numerous than you realize. Prove this condition for yourself — and correct it — by examining this book, *Better Say*. It is packed with corrections valuable to every one who would speak accurately. By mail, 25 cents.
FUNK & WAGNALLS COMPANY New York

Dennison's

"STICKUMS"

Stick to their jobs. Anything broken? Table, chair, china, book? Our fish glue mends. Tubes or cans. Our paste and mucilage at stationers, too.

At all Dennison dealers

Send to Dennison, Dept. L, Framingham, Mass., for "The Handy Book"

⑬ What Next ?

Tennis Taught by an Expert

in **Modern Tennis**, by P. A. Vaile. A thorough, expert description of the principles and methods used by the International champions. 48 photographs of McLoughlin, Brookes, Williams, etc., in action. *Cloth, by mail, $2.16.* **Funk & Wagnalls Company, New York.**

They've Been Fighting in France For Hundreds of Years

Almost 1500 years ago hundreds of thousands were killed in a bloody battle between the invading Huns—"the most barbarous of barbarians"—and the defending Franks, in the very Champagne district where the war now rages.

France has been Europe's battlefield throughout its history. Bloody struggles were long ago fought over the very ground now bearing the conflict—Lille, Liege, Mons, Nancy, Poitiers, Ypres, Mulhausen, Arras, Aix-la-Chapelle, all have borne the brunt of heavy gunnery in former years.

The underlying racial envies, grudges, and prejudices which, full grown into vicious hatred, helped to precipitate the present conflict, are dragged out into the pure white light of historical truth in **GUIZOT'S HISTORY OF FRANCE,** now issued in one large volume, illustrated, for $1.75 net; by mail, $1.95. Send for it to-day—it will thrill and enlighten you. It is classic and authoritative.

FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York City

Willard STORAGE BATTERY

Willard Threaded Rubber Insulation

THREAD-RUBBER
W

Bone-Dry!

—Until It Is Filled by Our
Service Station for Your Car.
Another Exclusive Advantage of

Threaded Rubber Insulation

Thus for the first time has been realized what has been the dream of engineers since the infancy of electric starting and lighting.

When you buy a Still Better Willard with Threaded Rubber Insulation—you know it's brand new *because it is made and shipped to the Service Station BONE-DRY.*

Not a drop of acid touches it till it is ready for immediate service. The battery solution is put into it, and the battery fully charged, just before it goes on the car.

The reason that this is the only type of storage battery which can be and is shipped bone-dry is because it has Willard Threaded Rubber Insulation between the plates.

In addition it is the one automobile starting and lighting battery with the advantages of complete protection to the life of the plates through a hard rubber insulation that neither lessens voltage nor increases the size and weight of the battery. It is a brand new battery when you get it and a better battery as long as you have it.

When in service on your car, however, it must be filled with distilled water at regular intervals, like any other battery.

You owe it to yourself to learn all about this remarkable Willard improvement in battery quality. It costs a little more, but the slightly higher price is far offset by the assurance of dependable starting and lighting.

Go to the Willard Service Station and let them tell you all about it. Meantime, write Willard Storage Battery Company, Cleveland, for an interesting free book, "The Story of 196,000 Little Threads."

Willard
STORAGE BATTERY
Willard Threaded Rubber Insulation

indications were not wanting of the chance of striking a flow. This information was telephoned at once to the Command at the Ridge. General Hughes immediately came down in person to investigate what seemed a slim chance of saving the situation. The whole open area was under shell-fire incessantly at this time, and yet Sapper Kelley, with the aid of two comrades and a crutch, managed to hobble along to meet the officers, and, stating his belief that a flow was procurable, he at once started on his search.

The operation is carried out, as a rule, with a willow rod or fork held in both hands, just on a level with the chest. When passing over the flow the rod dips violently downward, thus indicating the best spot for sinking or boring. A copper rod or coin is sometimes employed. Sapper Kelley, in this case with a fine sense of irony, used the flange of a Turkish shell straightened to form a rod. After walking for some time, he located a strong flow on a bank of sand, but fifty feet from sea-level. This at a depth of six feet was found to deliver fully 2,000 gallons per hour. The shortage was at once obviated and the trenches manned with a rejuvenated army.

LETTERS FROM THE FRONT TO THE FOLKS AT HOME

PLAYING "follow the leader" among the clouds above the enemy lines without compass, altimeter, or map is the thrilling experience described by a young aviator in France who tells brightly and with true Yankee spirit of his early flights on the front. Walter J. Shaffer is attached to the French Escadrille, and from his quarters in an ancient château he writes to his mother, Mrs. Charles E. Shaffer, of Dauphin, Pa. In letters which the Philadelphia *Press* prints he says:

Hope you will pardon the paper, but this is all I have now and I am too busy flying to go to town and get more. Incidentally, this paper was bought for use as a diary, something which I kept very faithfully until things got too interesting, which was right after my first flight alone—and now the fire has gone out again. Darn these open fireplaces anyway! This living in a château is all right in summer-time, but, oh, you winter!

The last two days being fairly clear, I have flown regularly morning and afternoon, having been on patrol duty three times to date. These patrols go in groups of four and five and one has his allotted place—to the right and above the leader, or behind or left, as the case may be—and he is supposed to stay there, something which is easier said than done, for many a pilot loses his life by getting out of position, generally on a turn, and falling behind, when down comes a *Boche* lickety-split—and one more man is missing.

Believe me, little Walter was right on that leader's tail, *toujours*, for none of my instruments had arrived yet, I had no compass, no altimeter, and, worst of all, no map, which assuredly made things interesting, if not a little dangerous, since it was all strange country to me. Why, I didn't even know which way was *Boche* territory, and which French, so you can realize as well as I the position I was in, for if my engine had gone bad I would have been quite as liable to head for Germany as the interior of France. However, the motor ran perfectly and I had little trouble following the leader, who wore a crimson silk head-piece. Anyway, I stuck right behind the old boy, for I had not the least idea where the "lines" were.

After we came back I discovered I had passed over Reims and been flying along the front for half an hour. No, I can't say I noticed any striking thing about it, because I was too busy playing tag with the leader to notice much else.

This morning we went out again. Four of us were supposed to go, but one fellow went on "*ponni*" near the field and another couldn't start at all on account of engine trouble. So two of us started, I being the near man, taking my place behind and above, still without map, compass, or anything else. It was rather misty, with here and there thick, fleecy clouds, which made it necessary to fly close or we would lose each other soon. So I stuck pretty close, for the country was still new to me, the only things I had noticed on the first trip being a big forest and two rivers with canals paralleling them, which was not a whole lot.

However, this bird kept going until we got near Reims and then turned to the right and went across the lines. Naturally I followed, not knowing where I was, but quite interested, nevertheless. I had just noticed a large space of ground beneath me which was clear of snow and looked as if it had had a bad case of smallpox, for it sure was pockmarked.

"Well," thinks I, "this must be the front."

I was not left in doubt long, for zowie! went something with a loud bang near by, and I took a look in the looking-glass—yes, we have one right in front of us to see if one's goggles are on straight—which gives me a clear view behind, but no German was in sight, so I concluded it wasn't a German trying to "pockmark" me—and then another one went off with a little louder bang. Still I did not know what was up, but my leader did, and he was heading into a cloud with all the motor at his command.

Yes, ma'am, I was right behind him, not because I was particularly scared of the shots, I was curious about them, and was wondering what they were; but I was afraid of losing that Frenchman, for without him I was lost. And that's just what I did do, altho I stuck so close to him in the clouds, I nearly ran over him, but lose him I did, incidentally coming out of the cloud standing on one wing. Fortunately, I soon noticed my partner and made haste to catch him, which was quite easy, since I had a much better motor than his. In fact, it was so good that I could not throttle it down so low as his, and this made following him very difficult, since I was always overrunning him and to prevent this had to make figure S's all the time to keep behind him. He did not try any more daring sorties over the lines and we got home without further adventure, where I was told that we had been shelled by shrapnel.

In the afternoon Shaffer went up again, and this time he had his maps. The patrols are made up of different pilots each time with an experienced flier to lead. For Shaffer was not yet fighting altho he and his companions in training were all armed. He writes of this flight:

I'll say the leader we had this afternoon was some flier, for he sure could handle a plane. Flew along at a low altitude for some time (about 1000 meters) and then all of a sudden he stood his plane right on its tail and began climbing. "Well," thinks I, "if you can do it, so can I." So up I goes after him, and for a greenhorn I don't think I did so badly, for he didn't beat me by much. We nearly lost the other Frenchman, tho. He either didn't want to or couldn't climb that steep, for it takes a good motor to climb that way.

I began to notice things this time, looking down curiously at the "sausage balloons," and zigzagging trenches, which made me think of a bunch of kids playing in the sand, but seeing shrapnel bursting some distance ahead of us and shells throwing spurts of dirt in the air below removed the idea of Atlantic City very quickly. We were nearing Reims at the time, and I was wondering whether my guide was going to run into the puffballs, which denoted shrapnel ahead of us, when he suddenly shook his wings up and down like a duck shaking water off her back (a signal that he had seen a *Boche*) and doing a vertical "virage," doubled back on his tracks.

I did not get around as quick as he, but I beat the Frenchman, anyway. I thought we lost him. Not knowing whether he had seen a *Boche* or not, I decided it wouldn't be a bad idea to load my gun. This was a matter of a second, but required steering with my left hand, a rather hard feat for me, as my left hand knoweth not what my right hand doeth. Naturally, the plane performed some queer gyrations during the loading process. The fact that I was armed and ready didn't give me the confidence you might imagine, because I doubt if I could hit the side of a barn anyway.

Fortunately for me, no *Boche* appeared, and we landed again with "yours truly" a little wiser. One never hears the word airplane here, the French having two nicknames for a plane. One is "zang" and the other "cookoo," the latter probably because the wires sing when one goes up fast. I never have discovered the origin of the word "zang," unless it's for the same singing reason, for those wires sure do sing sometimes.

To-day I got all my instruments, altimeter, compass, map, and watch, the latter being a young alarm-clock; also some paper gloves, which sure are necessary. Nearly froze two fingers this morning and then was up only 3,000 meters, so what would I do when at 6,000? We got paper shoes also—but have not got cold feet yet. My hands are cold now, tho. The fire's out, too. Darn these romantic open fireplaces, anyway!

Of another practise flight during which he prepared to "engage the enemy," he writes:

Was out this morning with another American and a seasoned flier to lead us, and am glad to say he considered my flying *très bien*, because I stuck so close to him. I was supposed to be a little to the right and above him, and the fact that I kept this position no matter which way he went was what caused his praise. Take it from me, no one knew better than "yours truly" the value of sticking close to "Papa," for what pie I would be for a *Boche* now!

I sure thought I saw one this morning, and he sure had me worried, because I had no idea the course of action necessary for me to pursue, having been ordered to follow the *chef de groupe*. I was doing this all right and apparently the sight of the

The Seal of Dependable Performance

ACME
THE TRUCK
OF PROVED
UNITS

Trade Mark Reg. U. S. Pat. Off.

JUDGE TRUCKS BY THE ACME STANDARD

which is another way of saying, judge trucks as you judge men—*by the qualities they possess.*

Acme proved units—each beyond question the greatest in its field—have made the Acme the truck by which other trucks are measured.

Here in the Acme truck you find those standards—those engineering perfections like Continental motor, Timken worm-drive, axles and bearings; Borg & Beck clutch—which you yourself would select were you to be asked today to name the units *vital to 100% truck efficiency.*

First place in truck consideration goes to the Acme by right of its proved units.

Ever Ready and Dependable

Acme engineers have built this truck—combined the proved units—to fit all traffic needs. Never is it necessary to adjust traffic to fit the truck. The Acme truck carries all loads within reason over all roads—far beyond its rated power. Here is the true standard of truck dependability—here is the truest measure of service. A mere scanning of the list of Acme proved units reveals supremacy of Acme service—reveals the surprising economies which this truck effects.

HELP WIN THE WAR

Relieve the Railroads

Reduce your delivery costs and end delay with the ACME in your service

"Pointer to Profits"

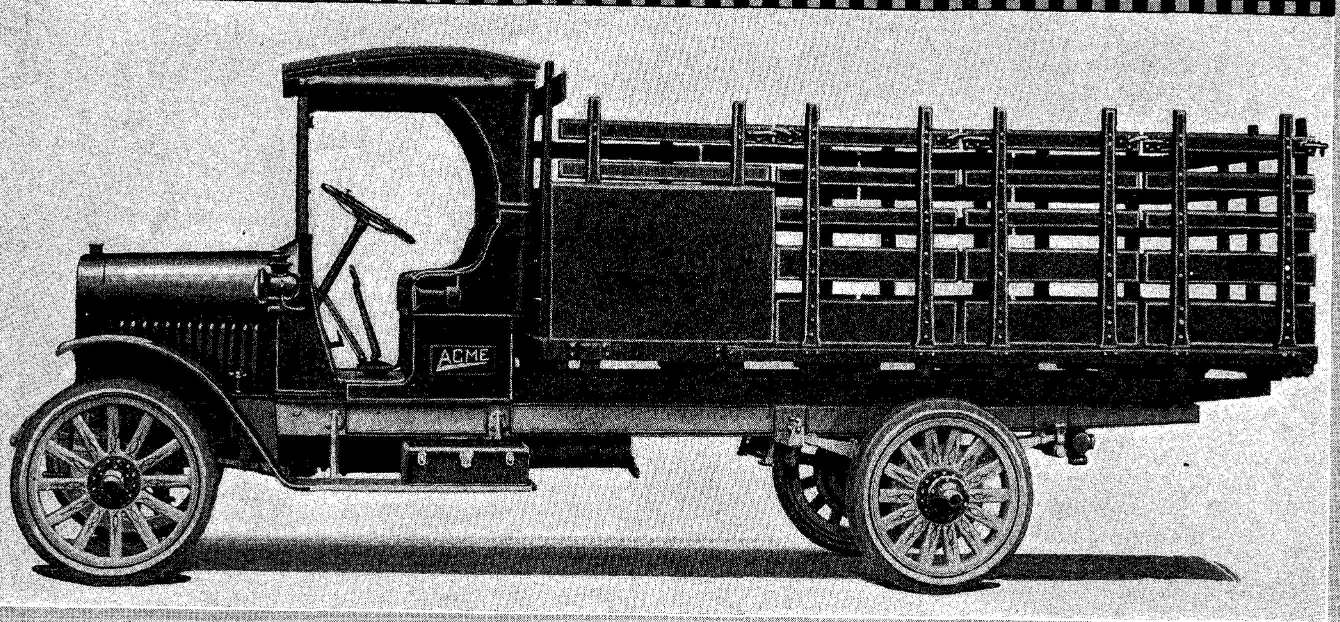
is the new book we have compiled from the experience records of hundreds of truck users. We are sure this book will interest you, and will gladly send you a copy if your request is on your business letterhead.

Models: 1 to 4 tons

ACME MOTOR TRUCK CO.
190 Mitchell St. Cadillac, Mich.

Proved Units of Acme Construction

Continental Motor
Timken Worm-Drive
Timken Axles
Timken Bearings
Borg & Beck Clutch
Centrifugal Type Governor
Stewart Vacuum Feed
Rayfield Carburetor
Cotta Transmission
Ross Steering Gear
Pressed Steel Frame
Hayes Artillery Type Wheels
Blood Bros. Universal Joints
Eiseman High Tension Magneto
Tubular Truck Type Radiator
Detroit Springs



plane off to our left caused him no uneasiness for he kept right on going. So did I, but I got my gun cocked and ready, nevertheless, and nearly dislocated my neck keeping an eye on that suspicious-looking plane as it swung around behind and above us. If it was a *Boche* he sure could have potted us then, especially myself, who was directly in line of fire, because he had the sun at his back. That's a very important point, let me assure you, for if you come at a man with the sun at your back he can't see you until you are very close. Just about the time that plane secured this coveted position my leader shook his wings up and down, a signal that he had seen a *Boche.*

There I was up a tree, for I had no orders what to do in a case like this, whether to attack on my own hook, or wait to see what the leader does. The leader kept on going, tho, and I followed, edging up a little closer to him and keeping one eye on the "*Boche.*" I had been looking for identification marks for some time on this plane, and as he came closer I found them—not the big, black iron cross I had been expecting, but the red, white, and blue tail of a "spad." I assure you I was somewhat relieved and gave more of my time to studying the landscape below, watching shrapnel bursting a short distance away where they were shelling an aviator, and wondering what that little red toy balloon was going up so high (3,800 meters) all by its lonesome, and then I discovered why, because the plane I had thought was a *Boche* was using this balloon to practise maneuvering.

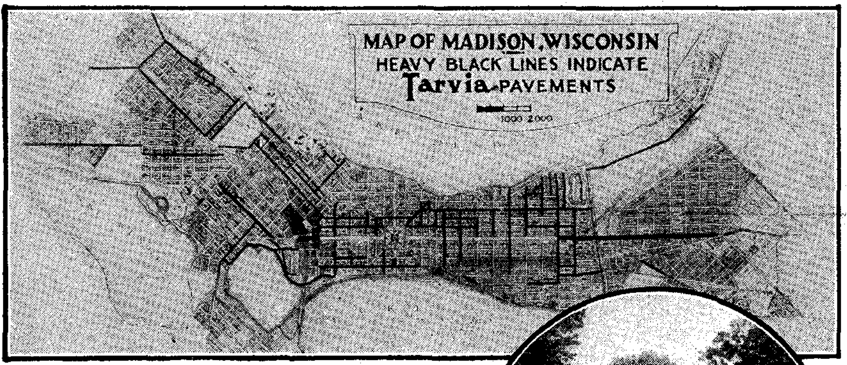
Gee, whiz! but it was cold, too, one of those bitter cold mornings when one's breath looks like a stream of smoke and getting out of bed goes hard, especially since it took all night to warm it up, and me floating around in this stuff some 14,000 feet high. Do you wonder I was cold, even with paper gloves on? Those paper gloves are quite an idea, and are made of pliable paper and put on under the fur-lined gloves. For our feet we have sheepskin-lined shoes, and also paper ones to slip on over the regular shoes. My feet have never gotten cold, but, oh, my face! That's where I mind it.

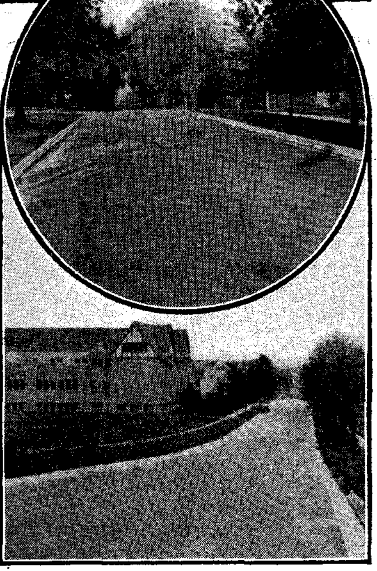
Am beginning to get the lay of the land now, and could even distinguish the sharp cracks of exploding shells above the roar of my motor. It's very interesting to look down on all this and I am very curious to see it at close range.

America has no copyright on the "swivel-chair" soldier, it would appear, altho in France they call them "*embuscades,*" for Shaffer writes:

From my four months of association with Frenchmen in clerical and official positions in the different schools I passed through I fear I was acquiring a very bad opinion of the French as a patriotic race. So many "*embuscades*" holding down jobs and delighting in showing their authority I never did see. But here at the front it's all different. Every one is anxious and willing to do his part for the cause, and my only regret is that I can not talk or understand enough French to learn the things I wish to know, for after we come back from each patrol the leader tells us our mistakes, and I, having to get it translated, lose a lot of it. So I have to use my eyes to catch the rest.

My powers of observation are fairly keen, tho, and I don't miss much, only I do discover some things a little late sometimes. I have a prince of a captain, tho,




(*Upper picture*)
Madison Street, Madison, Wisconsin. Constructed with "Tarvia-X," penetration method, 1912.

(*Lower picture*)
Regent Street, Madison, Wisconsin. Constructed with Tarvia Topeka Mix on old macadam base, 1915.

Tarvia
Preserves Roads
Prevents Dust

Let Us Introduce You to a Town That Believes in Good Roads!

Did you ever see a more interesting layout of a city than this of Madison?

Lake-fronts at top, bottom, and end. And what a waist-line! A lithe young American city of the very best and most progressive type.

Its streets are its special care. Its motor-cars are so many, its trucking is so heavy, that the town demands streets that are dustless, mudless and bumpless.

Therefore, it is a Tarvia town.

Note the black lines in the map: *those are Tarvia streets—39 miles of them.*

Madison began with Tarvia in 1908. The people liked it so well that street after street has been treated with Tarvia.

The officials gave the people what they wanted, namely, streets without dust, without mud, without noise, and *without big maintenance expense.*

Madison continued to use Tarvia extensively during 1917 and the Tarvia mileage in Madison will be bigger this year. For Madison, like hundreds of other American towns, has found in Tarvia the solution of the vexatious road problem.

The Street Superintendent has written recently in a published article about the streets of Madison:

"We have been informed by officials from various cities who have visited Madison to inspect our streets and obtain cost-data of maintenance that we maintain our streets at a lower cost than any other city in this section."

Now, when the nation needs good roads so that motor-trucks can help out the great railroad congestion, it is more important than ever that every community should investigate the road proposition thoroughly.

To any one interested we should be glad not only to send our regular good-roads literature, but to give advice on specific road problems.

Special Service Department

In order to bring the facts before taxpayers as well as road authorities, The Barrett Company has organized a *Special Service Department,* which keeps up to the minute on all road problems. If you will write to the nearest office regarding road conditions or problems in your vicinity the matter will have the prompt attention of experienced engineers. This service is free for the asking. If you want *better roads* and *lower taxes,* this Department can greatly assist you.

The Barrett Company

New York Chicago Philadelphia Boston St. Louis
Cleveland Cincinnati Pittsburgh Detroit Birmingham
Kansas City Minneapolis Nashville Salt Lake City Seattle Peoria
THE BARRETT COMPANY, Limited, Montreal Toronto
Winnipeg Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.

TRADE B MARK

and he generally gives me the benefit of the doubt, knowing how anxious I am to learn the game, for so I always have regarded it. It sure is getting some interesting now, and I realize I have an awful lot to learn, or perchance my next move will be to the cemetery, and then my mail will have a Sam Hill of a time reaching me.

Grub is quite good and plentiful here, and they have a lot of rules with fines attached which you might do well to copy, viz.: Being late for meals, ten centimes; coming to table without proper dress, ten more centimes; hats off while eating or you lose twenty centimes; spilling a glass of "pinard," one franc, or even forcible exit from the room, for Frenchmen consider this brand of wine very valuable. There is no fine for drinking soup, so we have quite a little music. They make it pretty hard for us three Americans, because when they get all lit up with "pinard" and feel in a singing mood, they want us to sing American songs to them. And no amount of insisting that any singing of ours would bring in the *gendarmes* would turn them from their desire.

Getting hungry now, and that's time to stop writing, for all my interest centers in my stomach then.

Apparently no grand-opera singers will be developed in the bunch, for Shaffer writes of the *poilu's* idea of extended harmony:

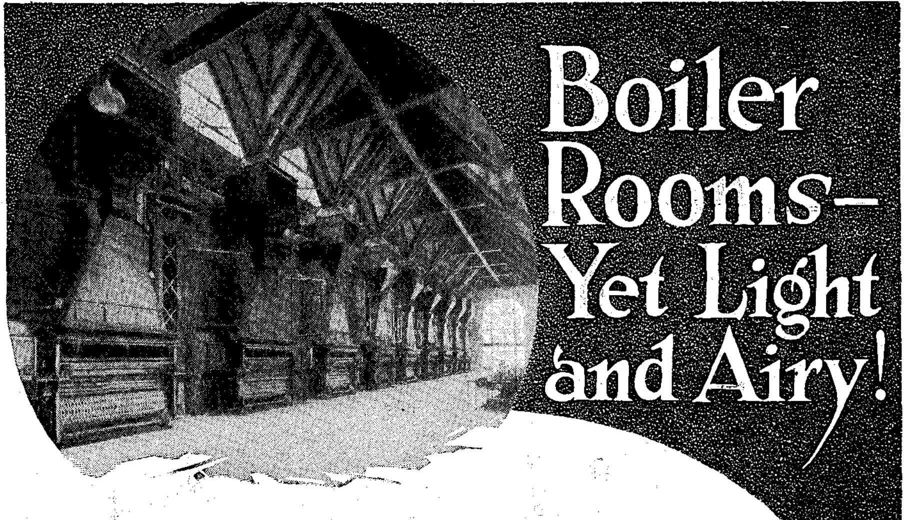
Every Frenchman likes to sing, whether he can or not, and, believe me, we Americans suffer a lot, for their singing at times is surely one of the horrors of war. The peculiar thing—to me—about their singing is that there seems to be no harmony in it. The song seems to be made only to help the singer get as many rods in as possible. That's the way it sounds to me, but the fact that I don't understand the words may account for it.

The other day we went to Châlons-sur-Marne, and on the way we passed a large number of Singalese, Turcos, Italians, and a few Anamese soldiers. They were walking and traveling light, whether from necessity or preference I don't know; but some had no socks and others only one pant-leg. We even saw one black fellow sitting under a tree taking off his shoes and stockings, and a little later he could be seen walking happily down the muddy road, socks in one hand and shoes in the other. His idea was good, altho a little chilly on the feet, because the day was rainy and naturally mud was deep, sticky, and everywhere. At least that eccentric soldier kept his shoes and socks dry. But how long his feet kept warm is a question, for we were in the truck with sweaters and fur coats on. Believe me, the crowd had a hearty laugh watching him go slopping nonchalantly down the road.

We had quite some shopping to do, mostly consisting of eatables. We soon became separated in the town as we went on our different errands. When we met the truck again, one American had acquired some cheese, pots and pans, shoes, and eggs. That night Putnam cooked up some cheese and condensed milk, which we ate with bread. It would have been a dish fit for a king if the condensed milk had not been sweetened; we tried to overcome that by killing it with salt, a stunt that was about as successful as my sweetening hot chocolate with molasses.

Shaffer closes his letter with a paragraph that accounts for at least three of the deaths by "accident" on that day's casualty list. He writes:

At last my "zang" is nearly ready, and



The Lake St. Power House, Cleveland, has the coolest and best lighted large boiler room in the country.

Yet it has fifty-four 700 horsepower boilers, and nearly all the air for ventilation must come from the side opposite the turbine room.

The boiler batteries run crosswise—six rows of 9 boilers each. There are two roof levels, one just over the boilers, and one over the bunkers and coal conveyors. Between boilers and bunkers are wide ventilating openings, protected by double lines of weatherproof, top-hung Pond Continuous Sash.

Every boiler front is well lighted. Heated air goes straight up and out. From the outer end of each firing aisle a strong breeze sweeps the full length of the aisle.

Similarly in the Ford Power House, with its upstairs boiler room, a division of roof levels enables lighting and ventilating lines of Pond Continuous Sash to be used between boilers and bunkers.

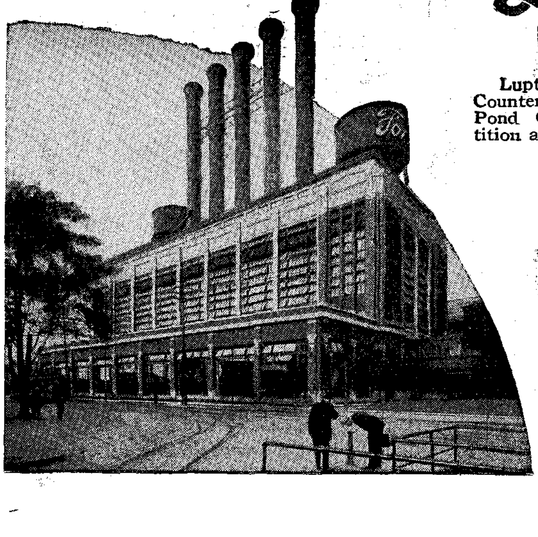
A booklet, "Air and Light in Power Houses," describes fully these and other striking power house installations, and tells more about appropriate forms of sash for such buildings.

DAVID LUPTON'S SONS COMPANY
Allegheny Ave. and Witte St., Philadelphia, Pa.

We coöperate with your architect or engineer

Lupton
INVESTMENT VALUE

Lupton Steel Sash, Pivoted Factory Type, Counterbalanced Type. Pond Continuous Sash, Pond Operating Device, Lupton Steel Partition and Doors, Lupton Rolled Steel Skylight.



UPPER VIEW
Cleveland Electric Illuminating Co., Lake St. Power House; R. L. Cobb, Chief Engineer. Roof is Pond Truss, Power House Type. Pond Continuous Sash in roof: Lupton Pivoted Sash in boiler room: Lupton Power House Sash in turbine room.

LOWER VIEW
Ford Motor Co., Detroit, Mich.; W. B. Mayo, Mechanical and Construction Engineer. Pond Continuous Sash in roof: Special Pond Continuous Sash in boiler room: Lupton Special Steel Sash in engine room.

FOR THE MAN WHO CARES

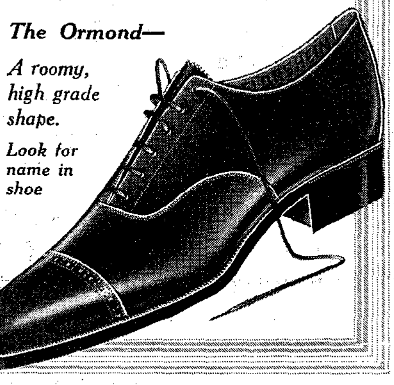
The Florsheim SHOE

SELECT shoes according to quality, not price—that's the way to get satisfaction—the sure way to make your shoe money go farthest. The name *Florsheim* identifies shoes of superior quality—dependable today as heretofore.

Eight to twelve dollars; reasonably priced, value considered.

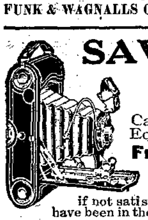
Ask for The Florsheim Shoe—see the Styles of the Times. Booklet of Military scenes on request.

The Florsheim Shoe Co.
Chicago, U. S. A.


The Ormond—
A roomy, high grade shape.
Look for name in shoe

HOW TO SPEAK IN PUBLIC by Grenville Kleiser

A practical manual for self-instruction by a master of the subject. Invaluable for the teacher, minister, business-man. Contains many choice selections for practise. Cloth, 543 pp. $1.25 net; postage 12c.
FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York

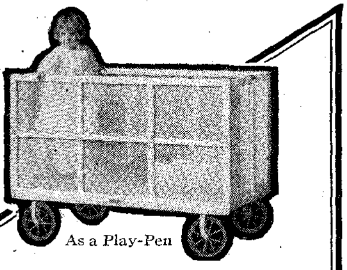


SAVE 25% to 60%
on slightly used
GRAFLEX-KODAKS

Cameras and Lenses of every description. Equal to new. Save money. Write now for **Free Bargain Book and Catalog** listing hundreds of money-saving bargains in slightly used and new cameras and supplies. **All goods sold on 10 days' Free Trial.** Money back if not satisfied. You take no chances dealing with us. We have been in the photographic business over 18 yrs. **Write now.**

CENTRAL CAMERA CO., Dept. 325, 124 S. Wabash Ave., Chicago

Buy this CRIB BASSINET PLAY-PEN for the cost of a good crib alone



"ALL-IN-ONE" Feature Means Real Economy in Space, Time and Money. Why buy or be bothered with a separate crib, play-pen and bassinet?

KIDDIE-KOOP

COMBINATION CRIB, PLAY-PEN, BASSINET

Springs and sanitary mattress raise as desired to *Bassinet* position. Then as a roomy, comfortable *Crib* night-time or nap-time—indoors or out, always a *Play-Pen* safe from animals, insects, draughts and harmful playthings.

Folds Instantly, Enclosing Springs and Mattress to Carry Anywhere

Many other exclusive features. Do not accept a substitute. Write for folder and 10-day trial offer. Please send dealer's name.

E. M. TRIMBLE MFG. CO., 15 Ambrose St., Rochester, N. Y.
For Canada—Lea-Trimble Mfg. Co., Toronto
Dealers Write for Discounts

I may fly to-morrow. Incidentally, an order has gone forth that pilots are forbidden to do acrobatics any more, anywhere. This order came about because eight airplanes were smashed yesterday, causing three deaths, all because of pilots doing stunts. We had our lesson here with our lieutenant's death, caused by acrobatics. Nothing daunted, one of our pilots yesterday was trying the same thing. Now, however, it is forbidden.

Private Charles A. Snickers, of the 104th United States Infantry, is in the trenches at the front, and in a letter written to his sister, Mrs. Alfred Carlson, of Worcester, Mass., and printed in the Worcester *Evening Gazette*, he describes the devastation wrought by the Huns when driven from that section of France:

> I am writing this letter in a big cave about seventy-five feet underground. It has electric lights and good bunks to sleep on. We left the village, where we had been since first arriving in France, over a month ago, and have been very busy all the time. As usual we had to travel in freight-cars for a day and a night and finally arrived at a city, up near the front lines, which was all in ruins. We stayed there for two nights, when we again packed up and moved up nearer the front trenches, passing through several villages that were nothing but a pile of bricks.
>
> The Germans have occupied this part of France for a long time, and when they were driven out they destroyed everything, even cutting down the vines and fruit-trees, so that there is not much of anything left.
>
> Battles in the air take place almost every day and I have seen several German planes shot down. We saw one very exciting fight the other day; the German aviator was almost to the ground before he got his motor going again and managed to get away. They fly about at night, and only last night five bombs were dropt on our cave. We are so far underground, however, that the biggest shell they have couldn't touch us. Everybody near the front line lives in caves and dugouts. The one we are in now has room for thousands of men.
>
> We have been in the front-line trenches and fired our first shots at the *Boche*. The first night we were there they put over a heavy barrage on us, but our artillery came back and gave them all they were looking for. The Germans made a raid that same night on a company on our left, but were beaten back, our men killing some and capturing some prisoners. One prisoner, who was a sergeant, was so badly wounded that he died.
>
> I was stationed at a listening-post every night, and the first night I imagined that everything out in No Man's Land was a German. Mostly all of the fighting takes place at night, but everybody is on the job and manages to get his sleep in the daytime. While not in the front line we are in "reserve" and "support" and have to dig trenches and put up barbed-wire entanglements.
>
> We have a little church in our cave. On Sundays the chaplain holds services there and passes out cigarets to us. I have not yet received the box you mentioned in your last letter. The things we like most to get are chocolate, gum, and cigarets, as they are almost impossible to get here.

Here is a description of the first activities of the Chicago boys in the trenches, written by Lieut. John C. Redington, of Battery B., 149th United States Field-Artillery, to his father, Maj. E. D. Redington, of Evanston, Ill. In the letter, which is printed in the Chicago *Tribune*, the Lieutenant says:

> This has been a week full of new experiences and we have had a real initiation into the realities of war. The French had occupied this position before us and we have relieved them. They told us it was a tranquil sector, very quiet. For three days we believed them; then something broke loose. Perhaps the Germans knew we had arrived and wanted to see how long we could last.
>
> Day before yesterday, commencing at 3½ A.M., we were called to deliver five barrage-fires. A barrage, as you already know, is a curtain-fire thrown over by the 75s just ahead of our own infantry to protect them against German attack or to protect their advance. In these cases it was against German attack on our front lines. A battery's most important function is to be able to deliver a barrage at high speed within a minute after it is signaled for by the rockets, and to deliver it so accurately that it sweeps a given line in front of the infantry in the sector. Of course, we have been working in practise on this for a long time and each man knows his job, but firing an actual barrage is far different from practise. My job is to be at the guns, and I had to turn out six times night before last—three alarms, two barrages, and one gas alarm.
>
> During the day and early evening we fired two more barrages, and for about three hours shelled a German battery. The men came through in fine shape. No mistakes were made, and I think now they have the confidence that is so necessary to quick and accurate firing; but that is nothing to what happened to-day. The Germans have been for three days throwing a lot of shells on the other two batteries which are situated to right and left of us, and every evening have been heavily shelling a wood 200 meters to our right. We have been wondering when we should get it.
>
> Last night they shelled my former battery, and one of the first lieutenants, Jordan, the man who took my place, was instantly killed, saddening us all. He was from Texas and a fine fellow, and is the first man in our regiment to be killed in action. A shell struck his dugout and it caved in on him.
>
> This morning at nine o'clock, or 8:23, to be exact, I was standing at the entrance of the dugout and two 105s, about a four-inch shell, dropt 100 meters back of the battery. They threw twenty-two shells on the gun position, getting two direct hits, one on top of our ammunition dugout, and stopt at 9:05. No damage was done to the guns, strange to say.

It took two hours to clear up the débris, and just as everything had been nicely fixt up, five six-inch shells landed about one hundred yards away. The fire was kept up for two hours, during which time 253 shells were dropt around the battery. They got in only three hits, and the writer says:

> One struck on top of the dugout, in which there were six men, caved it in completely; and, again, strangely enough, not a man was scratched. All our telephone-lines were broken and for about one hour we were out of communication. The men showed splendid spirit and are eager to retaliate. The position was in a sorry state

The P.A.X. Makes Routine Adjustable

> "Routine methods are ready-made suits for recurring situations; they fail to fit whenever the situations are not entirely normal. The problem of efficient organization is to make routine adjustable, fitting everywhere and all the time."

ROUTINE situations, like men, have a habit of demanding human attention by being either abnormal or subnormal in some ways.

To get things done, the normal routine must be adjusted to the un-normal situation by giving it personal attention.

Personal attention can best operate through the word-of-mouth.

Our long distance telephone tolls are ample evidence of the importance of the word-of-mouth in "outside" matters.

In "inside" matters hundreds of our shrewder organizations recognize its importance by using the P. A. X.—our own familiar term for the Private Automatic Exchange.

A great advantage of its automatic telephones over those of the hand-operated private branch exchange is speed.

This speed of connection invites a use which makes men stay at their desks to get things done in preference to supplying the deficiencies of routine by walking about to get word-of-mouth contact.

The hundreds of organizations, large and small, now using the P. A. X. value the savings thus effected even more highly than the obvious economies of its 24-hour service without an operator.

So plainly does the P. A. X. demonstrate its value in raising organization efficiency, that one-fifth of our production in 1917—our quarter-century year — was required for additions to existing installations.

The 80% going into new installations constituted a 100% increase over the previous year.

Our 1918 production will again be doubled, so that on adequate notice we can supply P. A. X. equipment for systems of any required size.

AUTOMATIC ELECTRIC CO.

Makers of More than 1,500,000 Automatic Telephones in Use the World Over

Dept. 255, Morgan and
Van Buren Streets, Chicago

P·A·X·
PRIVATE AUTOMATIC EXCHANGE

Branches in All
Principal Cities

Elmer's NEW ORLEANS Chocolates

Take a box of Elmer's along. It will be the best thing in your bag. Elmer's Chocolates are made in old New Orleans, where they make good things. Prices $1.00, $1.25, $1.50 the box.

Two miniature boxes will be sent upon receipt of 25 cents.

ELMER CANDY CO., Inc.
New Orleans, U. S. A.

Also Makers of the Original Creole Pecan Pralines
$1.00 the dozen

"Goodness Knows They're Good"

THE STANDARD DICTIONARY is needed in every American home where education and culture are truly esteemed.

Something Different Something Better $48.00

Liberty Drive Rowboat Motor

THE new motor for propelling rowboats. Attaches to any rowboat in one minute—by just turning up two thumb screws. Fuel tank quickly detaches for convenience in filling and for safety from thieves.

4 New Exclusive Advantages

Direct drive from crank shaft to propeller; power—speed. Drives the boat anywhere it will float, over shallows, sunken logs, rocks. Goes through weeds like an eel. Propeller shaft lowered and raised by pressure on steering handle, automatically lifts when propeller strikes an obstruction.

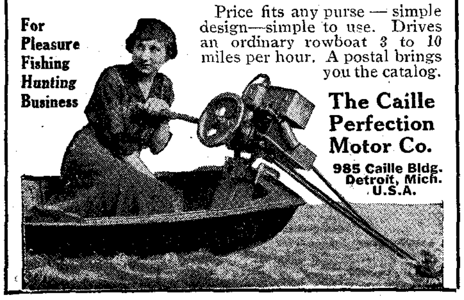
Liberty Drive is the only genuine tilting motor—you can drive your boat right up on the beach—no dock necessary. You can turn your boat in its own length; that's quick maneuvering.

Backed By The CAILLE Guarantee

Price fits any purse — simple design—simple to use. Drives an ordinary rowboat 3 to 10 miles per hour. A postal brings you the catalog.

For
Pleasure
Fishing
Hunting
Business

The Caille Perfection Motor Co.
985 Caille Bldg.
Detroit, Mich.
U.S.A.



> after it was all over. Our kitchen was demolished and connecting trenches to the guns completely filled in, one dugout wrecked, and yet not a man was hurt or a gun.
>
> It is 9:30 now and I am going to turn into my bunk, six feet under the ground, and hope I shall not be awakened by the telephone. It is always bad news when the telephone rings at night.

Redington's quarters are not as commodious as those of Private Snickers, for he writes:

> I live in a bit of a dugout which serves as office, bedroom, and dining-room. The bunks are built in the side of the walls, and if it were not for the everlasting mud and the dripping of water on everything we might be quite comfortable. The place is, of course, infested with rats, but one gets used to them.
>
> The regiment has had two deaths in action and a few casualties.
>
> They tell us this is the primary school-training for what will follow in a month or so. I never was enthusiastic about higher education.

BRIEF CAREER OF FIRST COMMANDER OF THE INFANT U. S. N.

WITH the cry of "ships and more ships" on the tongue of the nation; with submarines, destroyers, and battleships turning the seas into a vast graveyard, it is interesting to recall the birth of the United States Navy, on August 25, 1775, and the story of the brief career of its first Commander-in-Chief, Esek Hopkins. On that date the General Assembly, in session in Providence, passed a resolution calling for the establishment of a Continental fleet, "being persuaded that the building and equipping of an American fleet as soon as possible would greatly and essentially conduce to the preservation of the lives, liberty, and property of the good people of these colonies." Of its first commander the Providence *Journal* says:

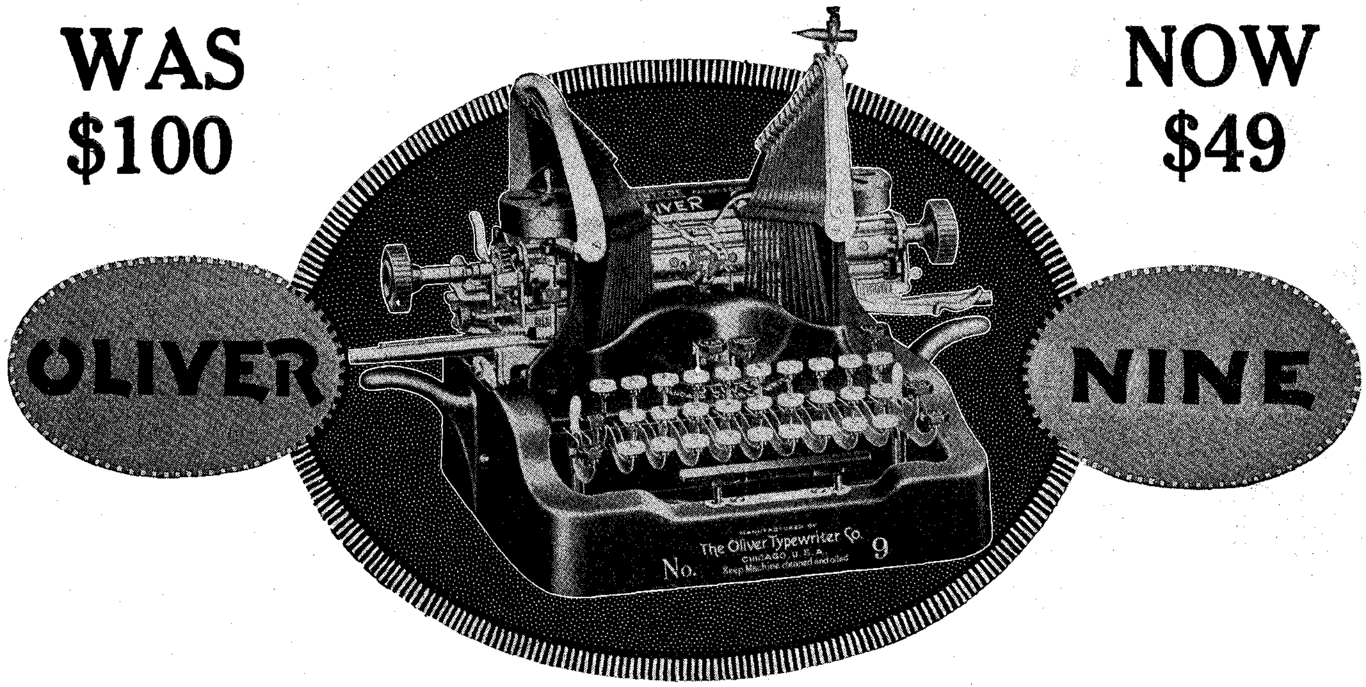
> Two hundred years ago this month (April), Esek Hopkins was born on a farm near North Scituate. Fifty-eight years later, on a morning near the end of January, 1776, he stept aboard his new ship lying off Philadelphia and the first American flag that ever flew defiance to a foe on the sea fluttered aloft to the main peak. Made of yellow silk, the flag bore "a lively representation of a rattlesnake" and the motto, "Don't Tread on Me." The man at the halyards was First Lieut. John Paul Jones, whose star was quickly to eclipse that of his superior and whose name was to live for all time as the great naval hero of the Revolution.
>
> William Hopkins, father of Esek, of Stephen (for years Governor of Rhode Island, and a signer of the Declaration of Independence), and of seven other children, moved to a farm in Scituate soon after his marriage to Ruth Wilkinson, of this city. Great House Farm, they call it now, after the big dwelling which replaced the humble one where Esek and his brothers and sisters were born.
>
> On the farm Esek lived until the death of his father in 1738. Despite his father's wishes, he had no mind to be a farmer. The love of the sea ran in his blood. Two of his older brothers were sailing on vessels out of Providence; and no sooner was his father laid away in the family cemetery than he came to Providence and shipped aboard a trader bound for Surinam, the old name of Dutch Guiana.
>
> He was then twenty years old and "a stout, tall, and handsome young man." He had ability, too. His rise as a sailor was rapid; in three years he had become master of a vessel. At the age of twenty-three, on returning from one of his voyages to the Southern seas, he married Desire Burroughs, daughter of Ezekiel Burroughs, one of the best-known merchants of Newport.
>
> With the outbreak of war with France, in 1754, privateering began to flourish in New England; and some of the finest privateers sailed out of Providence, Bristol, and Newport. Hopkins was in command of one of them, and there are records to show that his prizes yielded rich returns. Out of his profits he bought a farm of 200 acres and built the house which is still standing on Admiral Street.
>
> Altho his stays ashore were short, he found time to serve the town as school committeeman, fire-warden, and tax assessor.
>
> When the break with the mother country came, a fleet of war-vessels under command of Sir James Wallace was off Newport and in full control of Narragansett Bay and its approaches. Wallace threatened to burn Newport unless the town furnished him with provisions. With visions of a similar fate Providence hastily began to make plans to protect itself from attack by water.
>
> A battery was placed on what is now Fort Hill, and Hopkins, called from retirement, was put in command. Hardly had he entered upon his duties here, however, than a committee of the General Assembly chose him to take charge of the Rhode Island militia, such as it was, with the title of Commander-in-Chief and the rank of Brigadier-General. He at once set himself to ease the situation in Newport.
>
> It was a trying job. Newporters were defiant. They refused pointblank to give Wallace the supplies that he demanded. He retaliated by closing the port, which meant the shutting off of food from the outside world. But Hopkins met the Britisher firmly and squarely, carried through truce negotiations, and saved Newport and its "rebels" from the ire of an enemy who knew that he had the strength to force home any order that he saw fit to issue.

It has been asserted that it was a mistake to place Hopkins in command of the new Navy; that he was a soldier rather than a sailor, and when Congress authorized three vessels of war, in addition to the two vessels then composing the sea force—the *Washington*, carrying 24 guns, and the *Katy*, a brig with 12 guns—the Naval Committee deliberated for five days before deciding upon Esek Hopkins as the commander of the new fleet. A North Carolina newspaper of those times described him as "a most experienced and venerable sea-captain." Says the writer in *The Journal:*

> Beyond question Hopkins was known the length of the coast and in Philadelphia. Under urging from his brother, his acceptance of the honor was immediate,

WAS $100

NOW $49



A Stenographer's Advice
On Typewriter Buying
How to Save $51

THE young lady who suggested this advertisement convinced the writer that too few people realize that the Oliver Typewriter has a standard keyboard. A definite propaganda, she insisted, had been spread to lead people to believe that the Oliver keyboard was different, and therefore difficult.

This advertisement is to set people aright. It should be understood once and for all that the Oliver has the same standard arrangement of letters as on all standard typewriters. And it has improvements and simplifications not found elsewhere. Several hundred thousand stenographers use the Oliver daily.

The young lady brought up another point. She said many people might think that the new $49 Oliver is a second-hand or rebuilt machine of an earlier model.

But note that this advertisement is signed by The Oliver Typewriter Company itself. This is a $2,000,000 guarantee that the $49 Oliver is the exact model formerly priced at $100. Not a change has been made. It is brand new, never used.

How We Both Save

The entire saving of $51 comes from ending wasteful sales methods.

We no longer have 15,000 salesmen and agents. Nor expensive offices in 50 cities. These, and other costly practices, amounted to $51 for selling each machine.

Now we sell direct. We save the $51 and give it to you. You are your own salesman. Over 600,000 Olivers have been sold. It is used by the big concerns, as listed below.

Among the Large Users Are

United States Steel Corporation
Montgomery Ward & Company
Baldwin Locomotive Works
Pennsylvania Railroad
Lord & Thomas
Columbia Graphophone Co.
Bethlehem Steel Company
National Cloak & Suit Co.
New York Edison Company
Cluett, Peabody & Co.
National City Bank of New York
Hart, Schaffner & Marx
Encyclopedia Britannica
American Bridge Company
Otis Elevator Company
Diamond Match Company
Fore River Ship Building Corporation
Boy Scouts of America
Corn Products Refining Co.
Boston Elevated Railway

Mail Today—Don't Delay

The entire facilities of this company are devoted exclusively to the production and distribution of Oliver Typewriters. This Oliver Nine is a 20-year development. If any typewriter is worth $100, it is this, our latest and best model.

The only reason we have been able to maintain this $49 price is that we have had such a large increase in sales. We hope to be able to maintain this price. But, if the cost of materials and labor continues to go up, we may be forced to increase this price.

We do not wish to. We do not expect to. But we advise you to act now to be certain of getting your Oliver Nine at $49.

Free Trial

We ship an Oliver Nine to you for five days' free trial. If you decide to keep it, pay us at the rate of $3 per month. If you return it, we even refund the transportation charges. What could be fairer, simpler? You may order an Oliver Nine for free trial direct from this advertisement. It does not place you under the slightest obligation to keep it.

Used machines accepted in exchange at fair valuation.

Or, you may ask for our free book entitled, "The High Cost of Typewriters—The Reason and the Remedy." This amazing book exposes the old way of selling and tells where the $51 used to go.

Read the two-way coupon—then mail it today. Note how simple the whole plan is—how you deal direct with the manufacturer.

Canadian Price, $62.65

THE OLIVER TYPEWRITER COMPANY
1035 Oliver Typewriter Bldg., Chicago

THE OLIVER TYPEWRITER COMPANY
1035 Oliver Typewriter Bldg., Chicago

☐ Ship me a new Oliver Nine for five days' free inspection. If I keep it, I will pay $49 at the rate of $3 per month. The title to remain in you until fully paid for.

My shipping point is..

This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of five days.

☐ Do not send a machine until I order it. Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy," your de luxe catalog and further information.

Name..

Street Address..

City.................................... **State**................

but not until early in January, 1776, did he set sail from Providence for Philadelphia.

He made the trip in the *Katy*, with Captain Whipple at the wheel. Congress gave Whipple the rank of captain in the Navy and named with him three others, Dudley Saltonstall, Nicholas Biddle, and John Burroughs Hopkins, eldest son of Esek. Paul Jones had hoped to receive similar rank, but his commission read First Lieutenant.

There were eight vessels, all converted merchantmen, in this fleet. The largest, the *Alfred*, so called after Alfred the Great, founder of the British Navy, became the flag-ship. The others included the *Columbus*, in command of Captain Whipple; the *Providence;* the *Andrea Doria;* the *Cabot*, with John Burroughs Hopkins on the quarter-deck; the *Hornet*, *Wasp*, and *Fly*. The last three vessels were mere sailboats.

Hopkins, as Commander-in-Chief, received $125 a month, with $5 a week for rations. The pay of the captains varied from $48 to $60, depending on the size of the ship, and their ration allowance was $4 a week. Midshipmen got $12 a month, gunners $13, and seamen $8. Prize-money helped out these meager allowances, altho, like tips in civil life, it was extremely uncertain.

The exact date when Hopkins took command is unknown. But certain it is that he boarded the *Alfred* one morning late in January, while crowds of people lined the shores and the wharves to watch the new flag flung to the breeze. As the flag broke out at the main peak the noise of cheers and saluting guns mingled. It was an epochal occasion; for the first time in history an American flag was afloat. This first flag, in passing, was later stolen and all trace of it lost.

The fleet under Hopkins carried out a successful operation against New Providence in the Bahamas, returning with 80 captured cannon, 15 barrels of gunpowder—badly needed by the Army—together with Governor Brown and several prominent citizens of the colony as hostages. On the way up the coast the fleet captured two prizes of value, and then, says *The Journal*, came the incident that was to bring Hopkins's career to an end:

On the night of April 6, somewhere off Montauk, a strange ship sailed into the squadron. The *Cabot* hailed her. The answer was a broadside, and then another, which swept the *Cabot's* deck, wounding Capt. John Burroughs Hopkins and killing the master and several men.

The *Alfred* came in quickly, but a lucky shot tore away her wheel and wheel ropes, making her temporarily unmanageable. The *Providence* entered bravely and her gunners gave the enemy a hot fire. For an hour the running fight went on, and then the stranger put on sail and got away. She later was found to be the *Glasgow*, a 20-gun ship. When anchored in Newport the next morning she showed evidence of rough treatment.

"The escape of the *Glasgow*," says Maclay in his history of the navy, "was not due to any lack of spirit on the part of the Americans, but to the want of experienced officers, organization, and discipline."

The arrival of the fleet in New London and the account of its exploit in New Providence stirred great rejoicing.

"In the name of Congress," wrote John

ESTERBROOK & CO'S
788 OVAL POINT
The Oval Point

Oval Point
#788

This pen must write smoothly.

It is designed for the quickest work—writes evenly, smoothly over the roughest paper as rapidly as the hand can form the strokes.

Use Esterbrook (788) Oval Point Pens for bills of lading, addressing wrappers, envelopes—all work that calls for the quick, smooth glide of the pen point without fear of catching. Especially recommended for correspondence on Bond papers.

When you use this Oval Point Esterbrook (788) Pen, all your attention can be given to rapidity and clearness of work.

Send 10c for 12 sample Esterbrook Pens including this Oval Point Pen.

Esterbrook Pen Mfg. Co.,
60-100 Delaware Ave.,
Camden, N. J., U. S. A.

Esterbrook Pens

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

TALKS ON TALKING

This helpful new book by Grenville Kleiser, the famous speech specialist, will appeal strongly to every man or woman who has to speak in public or to employ the powers of persuasion in any form. In nineteen stimulating chapters the author treats of the art itself, the various types of talkers, the phrases they use, the value of an attractive voice, the avoidance of mannerisms, speaking in public, and general conversation. He lays down no arbitrary rules, but insists throughout upon naturalness, spontaneity, and sincerity. No minister, after-dinner speaker, public official, salesman, or other frequent employer of speech that must produce results, should miss reading this compact and suggestive little volume that will surely make for the general elevation and improvement of the daily speech of all who read it. *12mo, cloth, 160 pp., 75 cents; by mail, 83 cents.*

FUNK & WAGNALLS COMPANY, 354 Fourth Avenue, New York

High School Course in Two Years

Here is a thorough, complete, simplified High School Course that you can complete in *two years.* Meets college entrance requirements. Prepared by leading professors in universities and academies.

Study at Home in Spare Time

A high school education multiplies your chances for success in business or social life. Study this intensely interesting course in spare time without interfering with your regular work. Make the most of your *natural ability.*

FREE Book Send your name and address on a letter or post card for full information. No obligation. It's absolutely free. *Write today.*

American School of Correspondence
Dept. P2405 Chicago, Illinois

Men and Women who were denied a high-school training can make up for lost time by taking this simplified course at home. Hundreds have profited by this remarkable opportunity.

Sexual Knowledge
ILLUSTRATED

By Winfield Scott Hall, M.D., Ph.D.

Makes Sex Facts Plain—What every young man and young woman, young wife and husband, father, mother, teacher and nurse should know.

Cloth binding—320 pages, illustrated

Table of contents, and commendations on request.

Complete $1.00 Postpaid
Mailed in plain wrapper

AMERICAN PUBLISHING CO., 506 Winston Bldg., Philadelphia

LAW

STUDY AT HOME

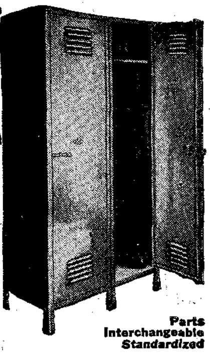
Become a lawyer. Legally trained men win high positions and big success in business and public life. Greater opportunities now than ever before. Be independent—be a leader. Lawyers earn

$3,000 to $10,000 Annually

We guide you step by step. You can train at home during spare time. We prepare you to pass bar examination in any state. Money refunded according to our Guarantee Bond if dissatisfied. Degree of LL. B. conferred. Thousands of successful students enrolled. Low cost, easy terms. Fourteen volume Law Library and modern course in Public Speaking free if you enroll now. Get our valuable 120 page "Law Guide" and "Evidence" books free. Send for them—now.

LaSalle Extension University, Dept. 552-F, Chicago

EDWARDS STEEL LOCKERS



We furnish Edwards complete locker equipments for factories, stores, schools, colleges, clubs, gymnasiums, offices, etc. The Edwards Steel Lockers are complete with hat shelves, hooks, locking devices, locks and number plates. They are adjustable, economize space and have no complicated parts. Each locker comprises only six units—interchangeable and standardized, making the Edwards Steel Lockers cheapest and best. Every locker guaranteed. All beautifully finished in baked enamel. Send for catalog and estimates. Responsible representatives with established offices wanted for unoccupied territory. Write for terms.

The Edwards Mfg., Co., 337-387 Culvert St., Cincinnati, O.

Makers also of Edwards Adjustable All-Steel Shelving for Postoffices, Factories, Dept Stores and all places where wood shelving is used.

Hancock, "I beg leave to congratulate you on the success of your expedition. Your account of the spirit and bravery shown by the men affords the greatest satisfaction; and encourages them (Congress) to expect similar exertions and courage on every future occasion. Tho it is to be regretted that the *Glasgow*, man-of-war, made her escape, yet as it was not through any misconduct, the praise due to you and the other officers is undoubtedly the same."

The praise and the rejoicing were short-lived. Underofficers and men, lacking discipline, began to talk, and soon it was gossip that somebody blundered in letting the *Glasgow* get away. Captain Whipple was the target for much of the criticism, and in defense he asked for a court martial to inquire into the handling of his ship on the fateful night. He was promptly acquitted. Captain Hazard, of the *Providence*, however, was found guilty of misconduct during the fight and relieved of his command. Paul Jones succeeded him.

Shortly after the arrival of the fleet in New London Harbor, Gen. Henry Knox visited the flag-ship and in a letter to his wife thus described Hopkins:

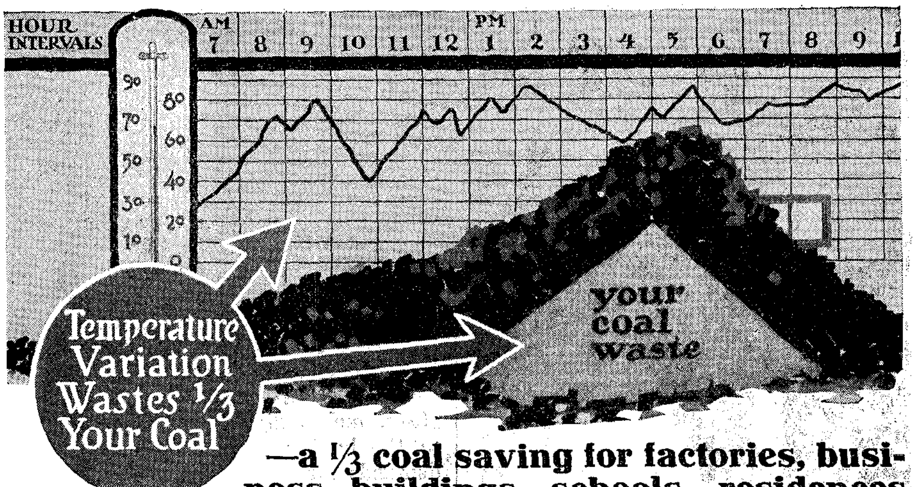
"The Admiral is an antiquated figure. He brought to my mind Von Tromp, the famous Dutch Admiral. Tho antiquated in figure, he is shrewd and sensible. I, whom you think not a little enthusiastic, should have taken him for an angel, only he swore now and then."

From the day that he dropt anchor in New London his troubles increased. Many of his men were sick. By much pleading he got a complement from the Army and started for Providence. Here he prepared to put his vessels in shape and to provision them for a three months' cruise. While he was engaged in this work he received an order from Washington demanding the return of the loaned soldiers. More of the men who were left fell sick with "some new malignant fever," and, capping the climax, the crews began almost open rebellion because their wages were not being paid promptly.

At this time two new ships for the Navy, the *Providence* and the *Warren*, were being built down the bay. Hopkins gave a great many hours to speeding up the work on them, and when he learned that members of the committee acting with him were neglecting the ships in order to further privateering ventures he stirred a hornet's nest that made even Congress sit up. The members of the committee were dismissed and finally the ships were finished. But where were the men to take them to sea?

And so it went. Jealousies and backbiting killed discipline; busybodies in Congress began asking questions out of animosity; and the upshot was the summons of Hopkins, Captain Whipple, and Captain Saltonstall to Philadelphia to be tried for breach of orders. The outcome was a mild censure of the Commander-in-Chief and instructions to return to Rhode Island to his flag-ship.

Orders for a cruise to Newfoundland followed, but Hopkins could not obey because he had no men. He asked the General Assembly for an embargo on all shipping "till the Continental Fleet was manned." He lost by two votes; in despair he wrote to Philadelphia: "I thought I had some influence in the State I have lived in so long, but find now that private interest bears more sway than



—a 1/3 coal saving for factories, business buildings, schools, residences and in manufacturing processes

FIGURES of cubic foot heating costs show that 1/3 your coal is wasted;—that 1/3 your fuel bill can be saved by thermostatic regulation of heating systems;—that there is an equal saving in the automatic regulation of temperature in manufacturing processes.

"Keep rooms at 70 degrees" is the demand of the government. No coal wasting, bill-boosting temperature variation with the Johnson System (applied to any heating system). Temperature is maintained for each room according to its needs, and heating sources regulated accordingly. Johnson temperature regulation is saving 1/3 the fuel bills for the most modern buildings in America. Let us send you data on cubic foot heating costs of big buildings, schools, etc.

For Industrial Processes

AUTOMATIC control of temperature and pressures in manufacturing processes afford great cost-saving economies in the widest range of manufacturing—at the same time standardizing and improving the product, often providing a new safety factor. Applications include temperature control of japanning and hardening ovens, core furnaces, solder and tin baths, drying rooms, refrigerator systems and of temperature and pressure of gas and liquids in tanks, etc. Write us for application of Johnson Systems to your processes—we will give you special information and solve your problem.

JOHNSON SYSTEMS

Thermostatic regulation of heating systems to maintain specified temperature of building interiors.

Automatic regulation of ventilation and humidity of building interiors.

Thermostatic regulation of temperature in manufacturing processes.

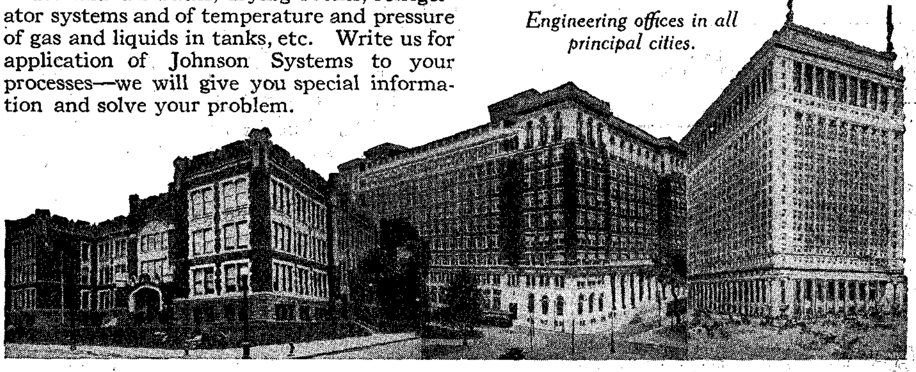
Automatic regulation of pressures of liquids and gases.

Automatic regulation of humidity in manufacturing processes. Clock and switchboard control of heating systems, flushing systems, ventilation, etc.

SEND for the unusual Johnson book. It will stimulate you to a new line of profitable investigation of the application of automatic control of temperature ventilation and humidity, and the countless application of automatic regulation in the control of temperature, pressures, humidity and ventilation, in the widest range of manufacturing processes. This book is free, of course.

Johnson Service Company
Milwaukee, Wisconsin

Engineering offices in all principal cities.



WANTED AN IDEA! Think of some simple thing to patent. Protect your ideas; they may bring you wealth. Write for "Needed Inventions" and "How to Get Your Patent." **RANDOLPH & CO., Dept. 1 71, Washington, D. C.**

ENTER A BUSINESS of your own and earn big annual income in professional fees, making and fitting a foot specialty to measure; readily learned by anyone at home in a few weeks; easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. *Address* **Stephenson Laboratory, 3 Back Bay, Boston, Mass.**

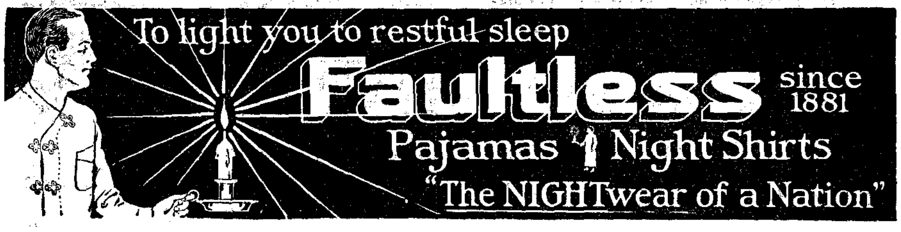
THE VEST POCKET
Standard Dictionary
(Abridged from Funk & Wagnalls New Standard Dictionary)
Edited by JAMES C. FERNALD, L.H.D.

Besides having the largest and most modern vocabulary, this book contains many valuable features not found in other vest pocket editions.

For Sale at All Bookstores

Green cloth, with thumb-notch index, 30c; blue morocco-ette, with thumb-notch index, 50c; red English leather, gilt edges, with thumb-notch index, 75c; postage 5c extra.

FUNK & WAGNALLS COMPANY, Publishers, New York and London



To light you to restful sleep
Faultless
since 1881
Pajamas
Night Shirts
"The NIGHTwear of a Nation"

ISN'T *this room a comfort!* Does your husband say that when he comes in after a hard day? If he does he may know only that it is *restful* but you know *why* it is restful.

You know people are played upon by their surroundings just as they are played upon by music. You know the value of harmony in interior decoration.

You know that individuality may be obtained, at very moderate cost, by well chosen furniture and rugs—against a background of quiet, even-toned walls and ceilings.

Liquid Velvet gives a sense of harmony and rest and quiet charm to any room—when the shade is properly chosen.

Liquid Velvet is an oil enamel that dries without lustre. It is made in white and twenty-four colors. *Write for Booklet and Color Chart.*

THE O'BRIEN VARNISH CO.

43 Washington Ave. South Bend, Ind

Varnish Makers for More Than 40 Years

Liquid Velvet

THE SPECIFIED BRAND

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

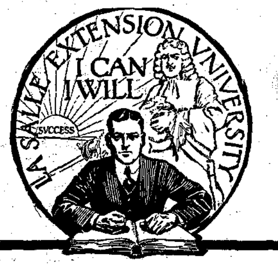
For Gala Occasions

--or routine meals Purity Cross Chefservice is always ready. Just take a tin from your supply, heat and serve at a moment's notice.

PURITY CROSS

Creamed Chicken a la King, Welsh Rarebit, Lobster a la Newburg, Creamed Finnan Haddie, etc. Sold by all fine grocers and delicatessens. **Purity Cross Model Kitchen, Orange, N. J.**

The Purity Cross mark



BECOME AN EXPERT

ACCOUNTANT

Only 2000 Certified Public Accountantsin the United States to do the work of over half a million concerns needing their services. That means opportunity for the man who trains for this profession. Some expert accountants earn from $10,000 to 25,000 a year. We will instruct you thoroughly by mail for the C. P. A. examinations or an executive accountancy position. You do not have to understand bookkeeping—we train you from the ground up.

Train at Home

Our course and service are under the supervision of men like William B. Castenholz, A. M., C. P. A., Former Comptroller and Instructor University of Illinois, Wm. Arthur Chase, Ex-Sec'y Illinois State Board of Accountancy; and other leading members of the American Institute of Accountants. Profit from their big experience. Train in spare time under these experts. No large entrance fees, and you can pay for the course a little each month if you wish.

Write for Free Book

Send NOW for information about this course which has helped so many—and which will help you. We will also send our valuable book "Ten Years' Promotion In One" free and postpaid. Write TODAY—NOW.

LaSALLE EXTENSION UNIVERSITY

"The World's Greatest Extension University"

Dept. 552-H Chicago, Ill.

I wish it did." The privateers were slowly draining his fleet of its best men.

Then the fatal blow. While Hopkins was trying to scrape together enough sailors to man his ships, a British fleet sailed into Newport Harbor and effectually bottled up the bay. Thereafter Hopkins was impotent. He got his ships in what he thought was the best possible position to protect Providence, and he wrote to the marine committee that if he could find the men he would attempt to run the blockade. Hopkins had no cowardice in him.

After his failure either to capture or to destroy the enemy frigate *Diamond*, when that ship ran ashore near Warwick Neck, mob indignation against him rose to the boiling-point. On all sides were demands for his head. Some of his officers started a conspiracy such as Gates formed to overthrow Washington. Gates failed, but the enemies of Hopkins succeeded. They brought him up on charges of ridicule of Congress, of profanity, and of poor management of the fleet.

Three men who had unthinkingly signed the charges confessed their error and Hopkins at once sought out the ringleader, Lieut. Richard Marvin, and had him court-martialed. Found guilty, Marvin was dishonorably relieved of his commission. But before the marine committee could be informed of the proceeding, Congress had suspended Hopkins from command. On January 2, 1778, he was summarily dismissed from the Navy. His enemies had beaten him.

IT WON'T BE THE SAME OLD ZOO WITHOUT BILL SNYDER

THE animals will miss Bill. In fact, it will not seem like the same old Zoo without Snyder. For thirty years no story about New York's animal colony has been complete unless Snyder had a prominent place in it. Now he has applied for a pension and is to say farewell to the "critters" up in Central Park. Altho Bill is an all-round trainer, from birds to beasts, elephants are his special hobby. His wonderful skill in handling animals has brought grave and learned scientists to the zoo to seek something of his wisdom. The New York *Sun* says of the man who has a country-wide reputation as a zoological sharp:

> Bill was born fifty-five years ago on a farm near White Plains. His original name was William. He did chores about the place, wore red-top boots with copper toes, yarn mittens, and tippet in wintertime, and went to Sunday-school—sometimes. His family were of the good old stock, and Bill might have settled down as a farmer if it had not been for the circus boarders.
>
> Most of the farmers about White Plains were taking camels, and gnus, and yaks, and pinto ponies, and such creatures, which were sent out from the crowded winter quarters of the Barnum circus at Bridgeport, about thirty miles from where Bill Snyder was born. Bill's father took some buffaloes to board, and one day one of them got out of the barn and ran away. Bill went after him and traced the animal so close to Bridgeport that he put a ring in the creature's nose and took him in to winter quarters. He was only eighteen then and husky for his age, and he had such a way with him that the head keeper asked how he would like to "join on." There was no vacancy then in the animal division, but Bill was ready to start in as a canvasman, and he did on March 15, 1883.
>
> There was in the herd a star pachyderm known as "The White Elephant." Just how much of an albino Pilot was may be left to Jane. Scrubbing and rubbing do a great deal when persistently followed. Pilot pulled up his chain peg out at Chillicothe, Mo., in 1884 and started on a cross-country trek. Young Bill Snyder was of the searching party which found him. Pilot welcomed Bill as a long lost brother, and it was evident to everybody with the show after that that Snyder was a born elephant man.
>
> So he was put to work breaking elephants to do tricks in the tan-bark ring. Veteran keepers became his helpers and more and more "varmints" were put in Bill's school. He had charge of fourteen of the beasts before long, and in his last year on the road the string consisted of eighteen.

It was in 1888 that Snyder joined the force in the New York Zoo. He had decided to lay off the tan-bark for a year. He has never gone back, altho he admits that every now and then the lure has been strong. But he at once became deeply interested in his work, and, says *The Sun:*

> Being an elephant specialist, it was not long before Bill had taught the one elephant the zoo had some few tricks and began looking for more apt pupils. The kind of elephants which circuses lend to park menageries are not tractable as a rule, and Bill, who had drilled around with the herd enough to know what could be done, selected some pupils which were worth while.
>
> The best-known graduate of the Central Park academy of trick elephants was Hattie, a young animal which Bill got in exchange for some zoological duplicates. She was named for the keeper's daughter Harriet. Often the two Hatties were seen together, for the girl learned from her father how to put the elephant through many of the feats. Hattie, who is still a zoo star, is one of the best-trained elephants in the world, and what with the magazines, the newspapers, and the movies, she is known in every land under the sun. She can ring bells, sit at the table and eat a dinner with knife and fork, creep like a baby, walk on her hind legs, almost stand on her head, sit up and wave her off forefoot like a hand, and swing her trunk as tho it were a drum-major's baton. She has fourteen good tricks.
>
> Hundreds of thousands of children know Hattie, for at times as many as 50,000 to 75,000 persons have crowded past the cages of the Central Park Zoo on a pleasant Sunday afternoon. Often special classes of school children went to see Professor Snyder demonstrate the intelligence of his favorite student. Hundreds of the inmates of hospitals and institutions for crippled children have laughed and clapped their hands at the sight of the antics of this highly trained elephant.
>
> Life with the elephants has not always been a pleasure for "Bill" Snyder, for the zoo has had two tragedies which stand out in its annals.
>
> Adam Forepaugh gave to the park in 1889 the famous Asiatic elephant Tip, a magnificent specimen. Like so many elephants which reach maturity, Tip developed a disease which gave him an incurable temper. Tip is said to have killed

Lost time is the big expense: What is your loss?

YOU hear a lot about fleets of Pierce-Arrow trucks and the extraordinary things they do. You don't hear so much of single truck installations though they do even more extraordinary things.

Though fleets of Pierce-Arrow trucks are operated by the largest companies in the country, most Pierce-Arrow owners operate a single truck.

These single trucks bear a greater burden than the fleets, and do their work consistently, day after day, with unfailing dependability.

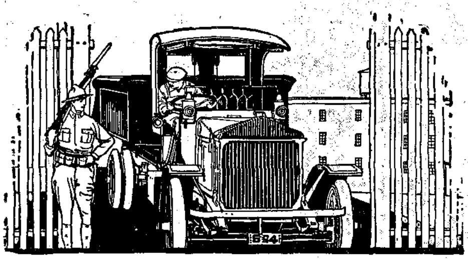
It is imperative that a single truck should not break down, for there is nothing to replace it.

There is no truck doing the industrial work of America that has equalled the records of the Pierce-Arrow truck for continuous operation—for the minimum of lost time.

Lost time is the most important factor in the general efficiency of a truck.

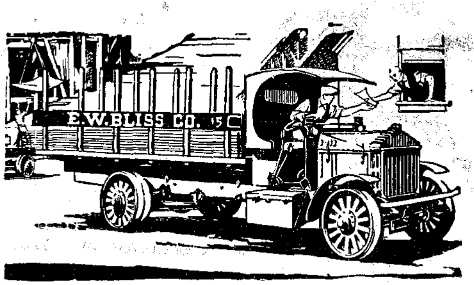
Break downs cost more than repair bills. You can count repair bills. You can't figure lost time.

A few striking instances

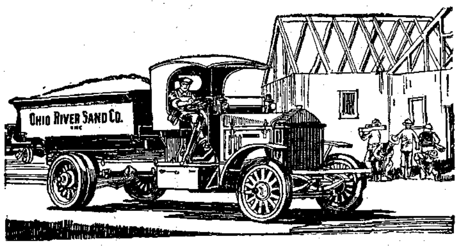


When the Winchester Repeating Arms Company enlarged its plant, 11 Pierce-Arrow trucks worked day and night, carrying building material.

When more coal meant more munitions, they hauled 350 tons of coal daily. They saved 36 cents a ton haulage—over $39,000 in a year.



The E. W. Bliss Company, making shells, employed 11 Pierce-Arrows to haul building materials, machinery and raw material from distant docks, even from Poughkeepsie to Brooklyn. In three months they saved $7,000 in freight demurrage alone.


OHIO RIVER SAND CO.

When rush work was necessary to build cantonments, 6 Pierce-Arrows at Camp Taylor, owned by the Ohio River Sand Company, hauled sand and gravel, carrying a larger aggregate load in less time and with less idle time than any other truck employed.

You know what it costs to hire a substitute truck, but you can't figure the time it loses through decreased efficiency.

When delays violate a contract and entail penalties or sacrifice bonuses, you know the money loss, but not the disorganization cost.

When the truck is an essential link in supplying material to a plant or operation, and workmen must wait for missing material, you can't figure losses.

Lost time plays so big a part in businesses using transportation, that it should be the first thought in selecting a truck.

The Pierce-Arrow record of continuous operation and minimum lost time entitles it to first consideration among all trucks.

Uninterrupted service has been most important in filling war orders. Pierce-Arrow trucks have paid for themselves and earned huge profits for firms engaged in supplying war materials.

Ask us for specific data of actual performance in lines of business and situations like yours.

PIERCE-ARROW

Motor Trucks

THE PIERCE-ARROW MOTOR CAR CO., BUFFALO, N. Y.

What Diamond-Fibre means to the Nation now

On a single order for fencing-gauntlets, made of DIAMOND-FIBRE, the Diamond State Fibre Company had the privilege and pleasure of saving the United States Government the tidy sum of $120,000.00. These gauntlets were formerly made of sole-leather, which rare and valuable material was automatically released for use in thousands of pairs of shoes.

DIAMOND-FIBRE is used for various parts on the motors of army airplanes, trucks and ambulances as well as in all other forms of insulation-rings, gaskets, fuse-casings, etc. Railroads use DIAMOND-FIBRE for insulating rail-joints and various parts of automatic signal systems, important now as never before in routing and rushing Government freight.

Field desks, army trunks and all kinds of cases and receptacles are made of DIAMOND-FIBRE. The delicate instruments used in field-telephone and wireless systems are insulated with DIAMOND-FIBRE. Practically every type of electric apparatus, power boat or vehicle uses DIAMOND-FIBRE in some form.

DIAMOND-FIBRE is a dense, horn-hard material that will replace to advantage many metals and other materials that you are now having difficulty to obtain. DIAMOND-FIBRE is furnished in sheets, rods, tubes and many special shapes. It can be sawed, bent, bored, tapped, turned, threaded, milled, punched and worked into almost any form. Best of all, DIAMOND-FIBRE contains such an absolute minimum of dust, grit, and metal that it is a pleasure to machine.

Tell us your manufacturing troubles.

Diamond-F Protective Papers

Ask your jobber to show you the broad line of specialized wrapping and packing papers including Diamond-F Glassine, Diamond-F Greaseproof (Imitation Parchment), Diamond-F Vegetable Parchment and Diamond-F Parchmoid.

Diamond-F Protective Papers are used for wrapping meats, confectionery, butter, tobacco, desiccated fruits, ice-cream, coffee, tea, etc. They keep impurities out and original goodness in.

Diamond-F Protective Papers are all that modern machinery and human hands can make them. Leading manufacturers everywhere use them. Pure spring-water is used in making Diamond-F Protective Papers, resulting in a pure, cellulose sheet, free from metals, waxes, oils and other foreign materials which may taint the product. If your jobber cannot supply you, write us direct.

Diamond State Fibre Co.
Bridgeport, Pa. (Near Philadelphia)
Offices in Principal Cities

P. S.—Celoron and Condensite-Celoron are two remarkable new water-resisting materials

A Mark of Quality Diamond-F A Sign of Service

eight men, and several times he nearly got away with the life of such an adept of the hook as William Snyder. His death-warrant was finally signed, and after several attempts Bill managed to dispose of him by feeding cyanid of potassium capsules to him in sweetened bran.

Tom, another elephant which was in the same house, was killed much in the same way on account of an ingrowing and malevolent disposition.

Notwithstanding these two examples of evil dispositions, Snyder still maintains that elephants are the best and most intelligent friends of man. He is not an advocate of the Darwinian theory, and Bill knows monkeys as well as he knows elephants. He doubts the intelligence of simians, but he declares that elephants think and act a good deal like human beings. He says:

"I've seen elephants pushing a string of freight-cars about and doing it as tho they were engineers. Hattie here in the zoo can drag a snow-plow over the walks all by herself and do it just as well as if a man were bossing the job. The elephant can do more work with less fuss than any other animal.

"Just right here let me say that there is little in the idea that elephants hold grudges against people that injure them. The elephant has a good memory, but he is not a good hater. There is nothing to the old story about the tailor who stuck a needle into an elephant's hide and was killed for that act twenty years later. Likewise there is no foundation, as far as I know, for all the stories that are told about the fellow who gives a plug of tobacco to some circus elephants and gets his when the show plays a return engagement years and years afterward. No elephant will take anything from a man if he does not want it—that is, not from any man he meets in a circus. Some elephants like tobacco, just as most monkeys do. Jumbo was the biggest tobacco-chewer I ever knew. He would ask for a chew the minute you came near him and start to take it out of a keeper's pocket. Elephants do not kill people usually unless they are suffering from disease or madness, for their natural disposition is friendly."

Next to the elephant, Bill Snyder is partial to the hippopotamus. The reason for that may be that these animals have long been the financial back-bone of the Central Park Zoo. For the last eighteen years, ever since Snyder was made head keeper and also under his administration of the last seven years as director, the menagerie has been self-supporting as far as acquisition of animals is concerned. There is now a reserve fund of $3,000 which Bill will leave when he goes out of office.

The excess of the creatures which have been bred in the Central Park cages have in all these years been exchanged and sold, and of the amounts realized at least $90,000 should be credited to Mr. and Mrs. Caliph. The maiden name of the mother of famed hippopotamuses was Miss Murphy. She was bought from Hagenback in 1886 for $5,000, and is now about thirty-five years old. The pair are now appraised at $50,000. Their children, of which there were thirteen, were scattered all over the world and six of them at least are star performers in the leading circuses.

Breeding wild animals in captivity is not usually successful, but Snyder has not only brought up a large family of elephants, but he has also raised a number of lions. In fact, none of those at present in the New York Zoo ever saw a jungle. *The Sun* says:

The reason that they look so fierce and fit is that they have been dieted and medicined for years by Bill Snyder, who knows exactly how to meet all the ills which are likely to come from their artificial life. He feeds them with great care during the week and makes them fast on Sundays, for his experience has shown that the carnivores are better for it. All the vegetarians of the zoo eat seven days a week.

The most motherly of the lions is Helen, now well on in years, who has given birth to thirty-three cubs. The father of her children is Leo II., the successor to Leo I., who was the leading lion when Bill Snyder took hold in the animal-houses.

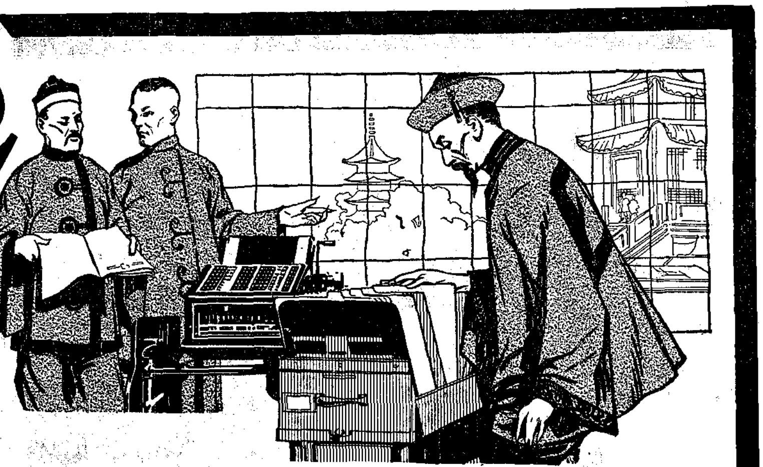
One of the achievements of Bill Snyder was keeping alive and presentable that venerable jungle relic, Smiles, the rhinoceros. Smiles died only a few days before last Christmas, thereby greatly aiding the conservation of distilled liquors. She was bought from Cole's circus in 1873 and was at least half a century old when she died.

For the last ten years she lived on borrowed time and Bill Snyder was the broker. Every two weeks she was rubbed with neat's-foot oil to keep her from wrinkling up and breaking at her creaking joints. The animal was protected from drafts, fed with warm bran mash, and whenever she seemed to be especially thirsty she got a quart of the best whisky.

"Animals," said Bill the other day, "are like persons. They have their different ways and dispositions. It takes years of study to get used to them and to understand them. When you get their confidence they will do a whole lot for you, and they know more than most people believe they do. I've often been asked if they have a language of their own. I have been watching animals and listening to them long enough to have an opinion about that and I don't take any stock in it at all. I've seen all kinds of records taken on the phonograph and have heard the scientific folks go all over the subject, but I never saw anything that would bear out the idea that there was any real conversation.

"Some people look surprized when I tell them that I have applied to go away from here. I've been at this business, man and boy, for going on forty years, and that includes thirty with the city. Believe me, it is not so easy as it was to go into an elephant cage and to be ready to jump at the second in case there comes a sudden swat of a trunk. It's all very well to work among the animals all day, and maybe to sit up with some of them all night, but there comes a time when a man has passed fifty that he has had about enough.

"I've made a lot of friends and got many messages of appreciation from people, especially from those who haven't the money to go to circuses or even to spend for carfare to go long distances. Then, too, there are many of the rich who have taken a great interest in this zoo, for altho it doesn't take up very much space it is considered by some as the best known in the world. I've met many travelers from distant countries who have come here when visiting New York to see the animals they have heard about in their own countries, and some of them knew the names of our elephants and lions as well as folks who live in the city."



Far-away China is interested, too—

Library Bureau advertising penetrates far-away lands. Only the other day we received a neatly typewritten post card from Wuchang, Hupeh, China—*"Please send us your new folder on the L. B. Card ledger."*

One of the fine things about the L. B. Card ledger is its adaptability to the needs of all kinds of businesses—large or small—wherever they are—whatever the particular stress or strain of war-time accounting.

The L. B. Card ledger is ideal for machine posting. It saves hours of posting time. It is easy to operate.

All accounts are proved daily. A new account means simply the insertion of a new card. No more night work. No more late balances. No statements that should have gone out yesterday. Cost of installation and maintenance decidedly less than any other form of ledger.

Write, telephone or call personally for the newest folders on the L. B. Card ledger—(1) *"The Up-To-The-Minute Ledger at Ingersoll."* (2) *"An L. B. Card ledger in the Mercantile Trust Co., St. Louis."*

Library Bureau

Card and filing systems

Filing cabinets wood and steel

Founded 1876

Boston 43 Federal st.
New York 316 Broadway
Philadelphia 910 Chestnut st.
Chicago 6 N. Michigan ave.

Albany, 51 State street
Atlanta, 124-126 Hurt bldg.
Baltimore, 14 Light street
Birmingham, 2023 Jefferson Co. Bank bldg.
Bridgeport, 311 City Savings Bank bldg.
Buffalo, 508 Marine Nat. Bank bldg.
Cleveland, 243 Superior arcade
Columbus, 517 Columbus Savings and Trust bldg.
Denver, 450-456 Gas and Electric bldg.
Des Moines, 619 Hubbell bldg.
Detroit, 400 Majestic bldg.
Fall River, 29 Bedford street
Hartford, 64 Pearl street
Houston, 708 Main street
Indianapolis, Merchants Bank bldg.
Kansas City, 215 Ozark bldg.
Milwaukee, 620 Caswell block
Minneapolis, 428 Second avenue, South
New Orleans, 512 Camp street
Pittsburgh, 637-639 Oliver bldg.
Providence, 79 Westminster street
Richmond, 1219 Mutual bldg.
St. Louis, 223 Boatmen's Bank bldg.
St. Paul, 116 Endicott arcade
Scranton, 408 Connell bldg.
Springfield, Mass., Whitney bldg.
Syracuse, 405 Dillaye bldg.
Toledo, 551 Spitzer bldg.
Washington, 743 15th street, N.W.
Worcester, 716 State Mutual bldg.

DISTRIBUTORS
San Francisco, F. W. Wentworth & Co., 539 Market street
Los Angeles, McKee & Hughes, 440 Pacific Electric bldg.
Dallas, Parker Bros., 503-504 Insurance bldg.

Nujol *for constipation*

As a child she is health incarnate.
She will keep that clear-eyed charm all her life if she is taught the priceless habit of regularity *NOW*. Nujol will make her—and you—regular as clockwork.
It is absolutely harmless. Try it.
On Sale at all Drug Stores.

Send 50¢ and we will ship new kit size to United States Soldiers and Sailors anywhere

STANDARD OIL COMPANY
(New Jersey)
Bayonne New Jersey

THE SPICE OF LIFE

True to Life.—Wife—"I dreamed last night, dear, that I was in a box-party at the theater."

Hub—"Oh! That explains why you were talking so loud in your sleep."—*Boston Transcript.*

This Never Happened!—"Pa, will you give me a good licking right now?"

"Why this, Lemuel?"

"I'm going to sneak off and go swimming, and I don't want to be bothered with a future."—*Cornell Widow.*

The Boy Was Hep.—The Honorable—"My boy, do you realize how great is the solemnity of an oath, before you commit yourself?"

The Boy—"Why—why, yes, sir. I caddied for you last Sunday."—*Widow.*

It Wakens to Duty

To-day I bought an alarm-clock,
It has a very loud ring.
I think I will call it the Star-Spangled Banner,
For every time I hear it I have to get up.
—*Burr.*

Hard to Please.—"What is your dog's name?"

"I don't know yet," replied the patient man. "I am still experimenting. I have tried nearly all the dog names I can think of and he doesn't answer to any of them."—*Washington Star.*

An Opening for a Young Man.—Ethel—"I'm afraid that bell means another caller."

Fred (imploringly)—"You know, there is such a thing as your not being at home."

Ethel (suggestively)—"Yes, and there is such a thing as my being engaged."—*Tit-Bits.*

Bristled Right Up.—"Miss Jones," said the hostess, "permit me to introduce Mr. Hogg, author of those delightfully clever poems you must have read."

"I am glad to meet Mr. Hogg," said the young woman. "Pardon the question, but is that your real name?"

"Certainly," said Hogg, bristling up. "Did you think it was my pen name?"—*Boston Transcript.*

A Camouflaged Will.—An old fellow on his death-bed, in making his will, murmured to his lawyer: "And to each of my employees who have been with me twenty years or more I bequeath £2,000."

"Holy smoke! What generosity!" the lawyer exclaimed.

"No, not at all," said the sick man. "You see, none of them have been with me over a year; but it will look good in the papers, won't it?"—*Liverpool Post.*

To a Red-Cross Nurse

I was never strong for fighting,
It didn't appeal to me;
So when I wasn't drafted
I said, "I'm glad I'm free."
But since I saw your picture
In the paper yesterday,
I've changed my mind completely.
I want to join the fray!
If you were by my bedside,
Getting shot wouldn't be so worse—
If I up and join the Army
Will you be my Red-Cross nurse?
—*Cornell Widow.*

A True Patriot.—"Why don't you get an alienist to examine your son?"

"No, sir! An American doctor is good enough for me."—*Baltimore American.*

Findin's Keepin's.—"What if we loses this blinkin' war after all, Bill?"

"Well, all I can say is—them what finds it is quite welcome to keep it."—*Tit-Bits.*

Worth Trying.—"What do they mean by poetic license? Does a poet have to pay for a license?"

"No. If he did we'd have fewer poets."—*Louisville Courier-Journal.*

He Knew the Place.—"Now, boys," said the teacher in the juvenile Sunday-school class, "our lesson to-day teaches us that if we are good while here on earth, when we die we will go to a place of everlasting bliss. But suppose we are bad, then what will become of us?"

"We'll go to a place of everlasting blister," promptly answered the small boy at the pedal extremity of the class.—*Brooklyn Citizen.*

An Unfair Advantage.—A Peabody girl, writing to her Canadian sweetheart in France, inquired in her last letter: "What kind of a man is the censor who reads all my letters and your letters to me and signs his name 'Opened by the censor'?" The censor added a foot-note in her sweetheart's last letter, describing himself, and now the girl doesn't know whether she is in love with the censor or her old sweetheart.—*Peabody Gazette.*

Impressionistic.—Whistler once undertook to get a fellow artist's work into the autumn salon. He succeeded, and the picture was hung. But the painter, going to see his masterpiece with Whistler on varnishing day, uttered an exclamation of dismay.

"Good Heavens!" he cried, "you're exhibiting my picture upside down."

"Hush!" said Whistler. "The committee refused it the other way."—*Boston Transcript.*

An Impossible Amount.—Some negroes were discussing the death of a small darky.

The cause of the disaster was clear enough to one of the men.

"De po chile died frum eatin' too much watah-million," he explained.

One of the others looked his doubts.

"Huh," he grunted scornfully, "dar ain't no such thing as too much watah-million."

"Well, den," remarked the first, "dar wasn't enuff boy."—*Life.*

All There But the Pop.—Mother was out, and Sister Sue was putting on her best blouse, so six-year-old Bobby had to entertain Sue's young man. As is the way with his kind, he began to ply the unfortunate caller with questions.

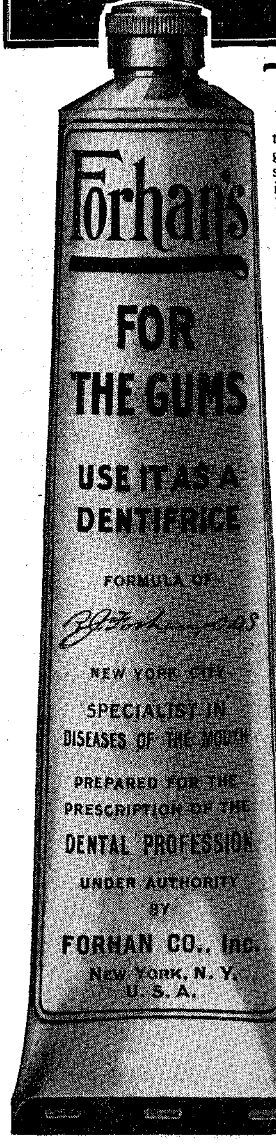
"Mr. Brown," he began, "what is a popinjay?"

"Why—er—a popinjay is a—eh—vain bird."

"Are you a bird, Mr. Brown?"

"No, of course not."

"Well, that's funny. Mother said you were a popinjay and father said there was no doubt about your being a jay, and Sue said there didn't seem to be much chance of your poppin', and now you say you aren't a bird at all."—*Pittsburg Chronicle Telegraph.*


Forhan's
FOR THE GUMS
USE IT AS A DENTIFRICE
FORMULA OF
R. J. Forhan, D.D.S.
NEW YORK CITY
SPECIALIST IN DISEASES OF THE MOUTH
PREPARED FOR THE PRESCRIPTION OF THE DENTAL PROFESSION
UNDER AUTHORITY BY
FORHAN CO., Inc.
NEW YORK, N. Y. U. S. A.

Flabby gums—the cause of loosened teeth

THE gums are the first line of defense for the teeth. Without firm gums teeth cannot be sound. And tender, inflamed or flabby gums become positive sources of vital danger.

The spongy gum surface invites the seepage of decay-food germs into the system.

This condition is known as Pyorrhea (Riggs' Disease). Four out of five people over forty have it. And many even under thirty.

Use Forhan's daily and have no fear of tender gums, the first stage of Pyorrhea. Nor of dangerous tooth loosening, which accompanies Pyorrhea. Nor yet of prematurely flattened lips, which are the certain result of Pyorrhea.

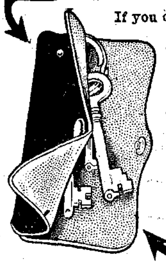
On the contrary, Forhan's will make your gums texture-firm and tooth-supporting. No tooth-base decay will form below the gum line.

Forhan's will also scientifically cleanse your teeth. They will feel particularly smooth after using Forhan's.

Forhan's is pleasant, cool and antiseptic. If gum-shrinkage has already set in, start using Forhan's and consult a dentist for special treatment.

30c and 55c tubes
All Druggists
FORHAN CO.
196 6th Ave., N. Y.
Send for Trial Tube Free

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.



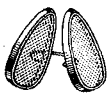
You Can't Lose Your Keys

If you carry them in a
DANDA LEATHER KEY-CASE
WITH YOUR NAME
STAMPED IN GOLD

35c in Black Sheepskin 60c in English Pigskin
60c with Pocket for Pen Knife 85c with Pocket for Pen Knife

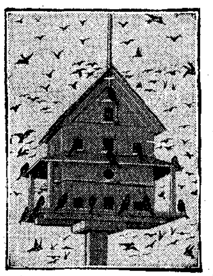
Postage prepaid. 25c extra if address also is stamped. Prevents keys from rusting. Saves clothing or handbag from wear.

Write for Illustrated Catalog of Danda Leather Goods and Novelties
L. DANDA MFG. CO., 141 Fulton St., N. Y.



Don't Breathe Dust

Tiny Nasal Filter aids breathing, stops snoring. Useful for Colds, Catarrh and Asthma. *50c postpaid.*
NASAL FILTER CO., St. Paul, Minn.



FREE Book on Birds
and Bird Houses

WRITE for your copy today. If your reply reaches me early, I will enclose a beautiful bird color plate.

Have you ever known the pleasure derived from a colony of Purple Martins? They will clear your shrubs, trees and grounds of mosquitos. The house illustrated never fails to get the Martins. A remarkable value, 28 apartments, 32 in. by 27 in., this month for $12.00. There is a

Dodson Bird House

for every kind of bird. No grounds are quite complete without the song birds. Furnish them with safe homes and they will come back to you season after season.
Learn all about how to attract the song birds from my Free Book.
JOSEPH H. DODSON, *Pres. American Audubon Association*
730 Harrison Avenue, Kankakee, Ill.
Dodson's Sparrow Trap guaranteed to rid your community of these grain eating pests Price $6

Let Hasslers do Your Bridge Repairing!

LET Hasslers take you over old bridges as smoothly as over the big iron structure just erected. Float up the approach and skim over the planks without jolt or jar.

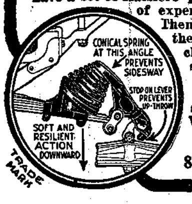
HASSLER PATENTED **Shock Absorber** For Ford Cars

Hassler Shock Absorbers bear the weight of the car. They take the kick out of the big jolts and give the leaf springs a chance to absorb what's left. Gently compress for the little jars that usually are passed on to the car and its occupants.

Hassler Shock Absorbers also save tires, gasoline, prevent vibration, and make your Ford easier to steer, safer to drive, and as comfortable as a $2,000 car. 300,000 Ford Owners recognize their economic necessity.

10-DAY FREE TRIAL OFFER

Write today for **Free Trial Blank** and we will have a set of Hasslers put on your Ford without a cent of expense to you. Try them 10 days. Then, if you are willing to do without them, they will be taken off without charge. Don't ride without Hasslers simply because someone discourages you from trying them. Accept this offer and see for yourself. Over 300,000 sets in use. Write today—NOW.


CONICAL SPRING AT THIS ANGLE PREVENTS SIDESWAY
STOP ON LEVER PREVENTS UP-THROW
SOFT AND RESILIENT ACTION DOWNWARD
TRADE MARK

ROBERT H. HASSLER, Inc.
844 Naomi St. Indianapolis, Ind.

THE TROUBLE WOMAN. A clever short story by CLARA MORRIS. Small 12mo, 60 pages. Illustrated. 40c net. (Hour-Glass Series.) Funk & Wagnalls Company, Pubs., New York.

ECONOMY renewable FUSES

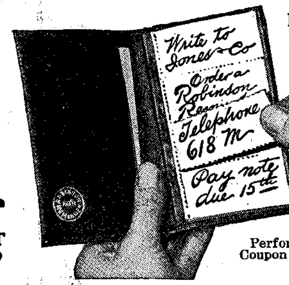
cut annual fuse maintenance costs 80%. Can be used over and over. An inexpensive "Drop Out" Renewal Link restores a blown Economy Fuse to its original efficiency.

Replace the Link—Renew the Fuse

ECONOMY FUSE & MFG. CO.
Kinzie & Orleans Sts., CHICAGO, U.S.A.

Sole Manufacturers of "ARKLESS" the Non-Renewable Fuse with the 100% Guaranteed Indicator.
Also made in Canada at Montreal

$1 POST PAID



Live Notes Only

Perforated Coupon Pages

Each Memo Separate
—tear out when attended to

ROBINSON REMINDER

Each memo a perforated coupon, which, when attended to, is torn out. Live notes only. No searching thru obsolete notes. Everything ready for instant reference. Handy pocket in cover.

With each Reminder is an extra filler

	3 in. x 5 in.	3½ in. x 7 in.
Handsome Black Leather - -	$1.00	$1.25
India Calf or Seal Grain Cowhide	1.50	1.75
Genuine Seal or Morocco - -	2.00	2.50

Ladies' Shopping Reminder, 2¾ in. x 3¾ in., with pencil and extra filler, $1.00

Extra Fillers

Size B, 3 in. x 5 in.	(4 coupons to the page)	70c per doz.
Size A, 3½ in. x 7 in.	(6 coupons to the page)	90c per doz.
Size L, 2¾ in. x 3¾ in.	(3 coupons to the page)	60c per doz.

Name in gold on cover—25c extra
If not at your stationer's, order from us. Stationers write.
Robinson Mfg. Co., 88 Elm Street, Westfield, Mass.

CURRENT EVENTS

THE WAR

THE GERMAN OFFENSIVE

April 17.—A London dispatch states that the British and French troops, after winning a footing in Wytschaete and Méteren, are forced to retire under heavy German onslaughts. The Germans make repeated assaults on the new positions of the Allied forces, but are repulsed with heavy losses.

The British official report states that intense bombardments were opened by the enemy on the whole of the Lys battle-front. Allied troops succeeded in entering the village of Méteren and Wytschaete but were unable to maintain their positions there. French troops are cooperating. In consequence of the progress of the enemy on the Lys front the British withdraw from forward positions east of Ypres to a new line without interference.

The French report states that there were no infantry actions during the day. The enemy violently bombarded in the region of Montdidier, but the French successfully counter-shelled the German positions.

The German report states that Poelcapelle and Langemarck have been taken, Passchendaele occupied, and the German lines advanced near Becelaere and Gheluvelt. The French and British were driven from the heights northeast and west of Wytschaete despite a vigorous counter-attack. Bailleul and Méteren were captured. English and French attacks in an effort to regain the territory are reported to have broken down with heavy losses.

April 18.—London dispatches state that checked on the northern side of the salient they had driven into the British lines below Ypres, the Germans shift their attack, and west of La Bassée and Givenchy ten divisions, or about 125,000 men, are hurled against the British on a ten-mile front in a succession of furious assaults. At the end of the day the British line remained intact.

The official British night report announces severe fighting on the greater part of the Lys battle-front and states that the losses inflicted on the attacking Germans were particularly heavy. Two hundred prisoners were taken. Attacks against the British position south of Kemmel were repulsed. More detailed reports of yesterday's fighting on the Nieppe-Wytschaete front establish heavy enemy losses.

The French report progress east of the Avre, while west of the river the greater part of the Senecat Woods is taken and the French line extended to the outskirts of Castel. Further south the heights west of the Avre are carried. Prisoners exceeding 500 have been taken, with several machine guns and 15 officers. A strong German detachment that attempted to approach the French lines after artillery preparation was dispersed. Enemy efforts in the Champagne and on the right bank of the Meuse were successfully repulsed. Several incursions were made into the German lines northwest of Roize and prisoners taken.

The German report states that the situation on the Lys battle-field is unchanged. Strong French attacks northwest of Moreuil are reported to have broken down with sanguinary losses. Of the result of the previous day's fighting the report says that Gen. Von Arnim's army took Poelcapelle, Langemarck, and Zonnebeke from the British, driving them back behind Steenbrook. It is reported that during the past few days 2,500 prisoners, some guns, and numerous machine guns have been brought in. A strong French thrust is reported to have failed north of Flirey.

April 19.—Dispatches from London state that following yesterday's ineffectual effort to break through the front between Nieppe and Givenchy there was almost a complete lull in the fighting on all fronts. The official British night report states that the enemy heavily shelled British positions north of Merville without infantry action. The British artillery effectively engaged hostile troops and transports behind the Lys front. The hostile movement south of Kemmel was successfully repulsed. Regiments from six different German divisions are known to have participated in the unsuccessful attack in the Givenchy-St. Venant sector. Heavy losses were suffered by the enemy during the British artillery-fire and in the course of the day's fighting.

The official French night report states that while there was no infantry action during the day the opposing artillery was active in the region of Castel, on the right bank of the Meuse. During the night the French reduced machine-gun nests. The German prisoners now number 650, of whom 20 are officers.

A dispatch from the Headquarters of the French Army states the French position has been greatly improved through a series of engagements in the Hangard district. The battles are described as most fierce, the village having changed hands several times and the streets being strewed with the German dead. The enemy loss is reported as enormous.

A Washington dispatch announces that Italian regiments are now in France and form the right wing of the Allied armies.

A Paris dispatch states that Reims is now nothing but a pile of smoking ruins. During the past week the Germans have fired more than 100,000 shells into the heart of the city.

The Germans report nothing new from the battle-front. The number of prisoners is now placed at 1,600 in the fighting near Festubert and Givenchy.

April 20.—London reports a lull on the Western battle-front, the fighting being of a desultory character, according to the report of Field-Marshal Haig.

The British official account states that successful minor operations were carried out south of Hébuterne and the Scarpe River, advancing the British lines slightly and resulting in the capture of thirty-seven prisoners and three machine guns. Hostile artillery was reported as active near Ayette and south of La Bassée Canal. An enemy attack in the region of Arras during the night was repulsed.

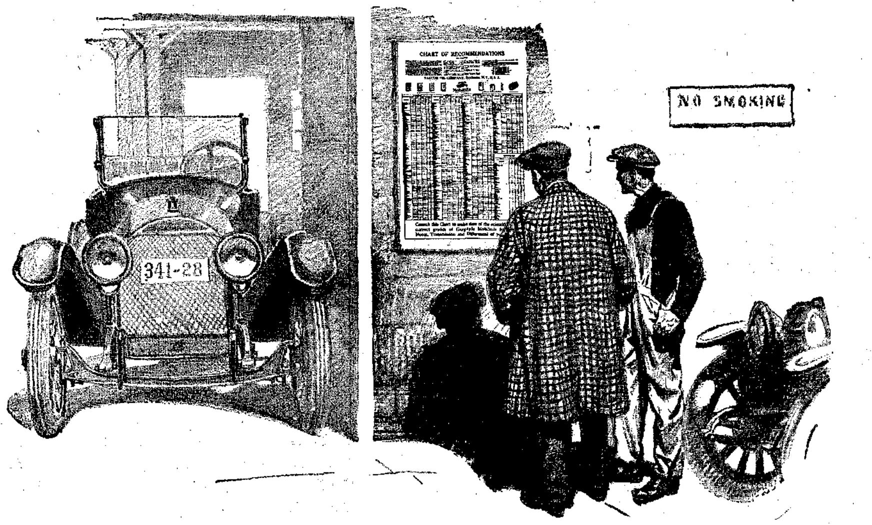
The French night report states that the day was marked by artillery activity west of the Avre and on both banks of the Meuse. The enemy gained a footing in some elements of the French advanced trenches near Seicheprey. Counter-attacks partly recovered the trenches. In a raid in the region of Hangard during the night the Germans left prisoners in the hands of the French. French raids during the night at various points resulted in the capture of a number of prisoners.

The German official account of the day states "there is nothing new to report."

The Belgian night report announces that the enemy succeeded in entering advanced positions between Passchendaele Canal and the Great Beveren Dyke, but was at once ejected by counter-attack.

A London dispatch states that Major General Maurice, chief director of military operations in the British War Office, has been sent to the front, where he will be assigned to work in relation to the united command under General Foch. His remark in comparing the present situation to that at Waterloo and asking, "Where is Blücher?" has been much criticized as a slur on the French reserves. His

Make this Chart your guide



Look for it on your dealer's wall

EVERY time you stop for oil you face a question which is vital to the life of your car.

What will the dealer pour into your oil reservoir? Will it be just "oil"—or will it be the correct lubricant for *your* engine?

The better type of dealer and garage man now realizes that something like 50% of all engine troubles are due to incorrect lubrication.

He realizes, too, that scientific lubrication is a problem for specialists. And since the dealer has neither time nor equipment for studying this intricate subject he draws on the experience of a recognized authority.

That is why the large Chart of Recommendations, issued by the Vacuum Oil Company, is now fastened to the walls of thousands of supply shops and garages.

When you ask one of these dealers for "oil," he notes the make of your car—and the year's model. He runs his finger down the Chart (shown above in miniature) until he finds your car's make and model.

Then he supplies you with the grade of Gargoyle Mobiloils specified for your car by the Chart. This oil will effectually seal your piston rings against power-waste, gasoline-waste and oil-waste.

* * *

THE Vacuum Oil Company for 50 years have specialized in scientific lubrication. Today their world-wide leadership in lubrication matters is unquestioned in scientific circles. For years their Chart of Recommendations has been recognized as the scientific guide to correct automobile lubrication.

In keeping this Chart up to date, each new model of every automobile is carefully analyzed. This work involves lengthy and painstaking engineering study by the Vacuum Oil Company's Board of Engineers. The recommendations of this Chart are proven correct by repeated practical tests.

But nothing has given dealers such faith in this Chart as their experience with the oils themselves. For no one knows better than the dealer how difficult it is to secure efficient lubrication and how much efficient lubrication means.

Write for 64-page booklet containing complete discussion of your lubrication problems, list of troubles with remedies and complete Charts of Recommendations for Automobiles, Motorcycles, Tractors and Motor-boat Engines.

GARGOYLE

Mobiloils

A grade for each type of motor

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. If the dealer has not the grade specified for your car, he can easily secure it for you.

VACUUM OIL COMPANY, New York, N. Y., U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world

Domestic Branches: Detroit, Philadelphia, Boston, Indianapolis, Kansas City, Kan., Minneapolis, New York, Pittsburgh, Chicago, Des Moines

Correct Automobile Lubrication

Explanation:—The four grades of Gargoyle Mobiloils, for engine lubrication, purified to remove free carbon, are:

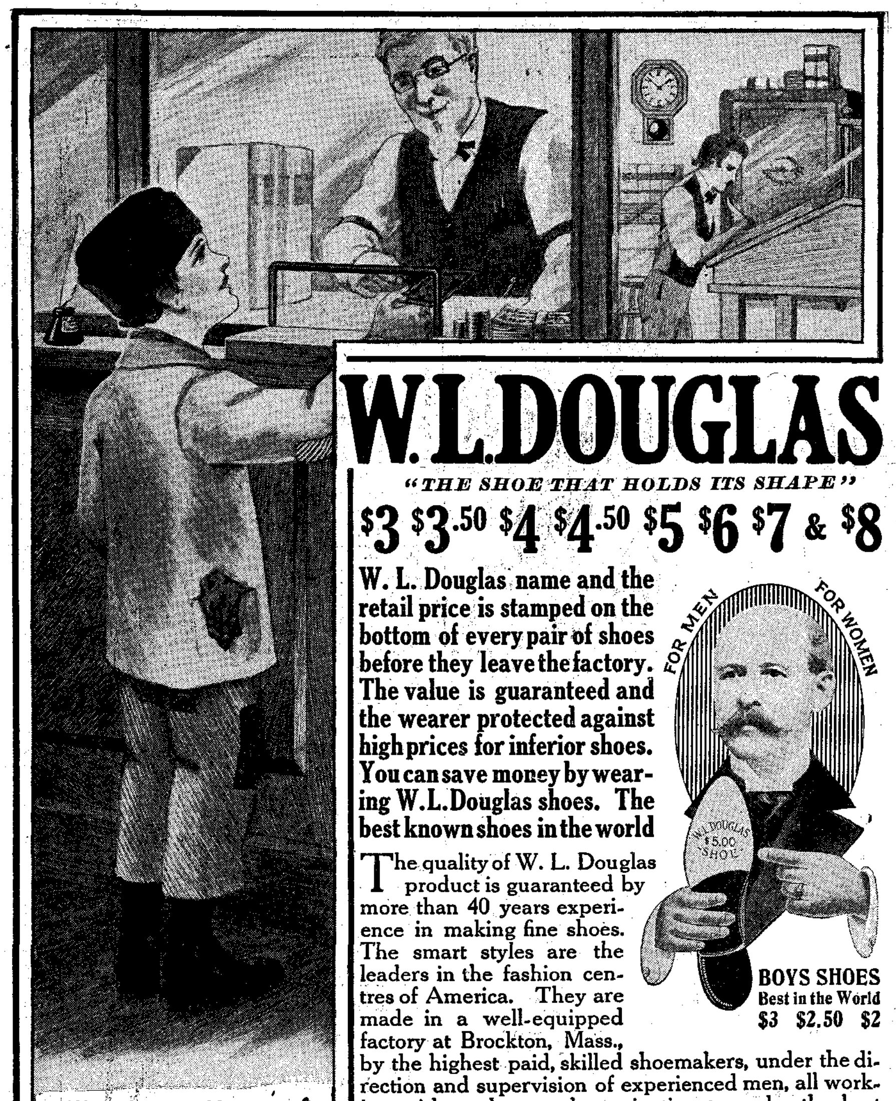
Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example, "A" means Gargoyle Mobiloil "A." "Arc" means Gargoyle Mobiloil "Arctic," etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

This Chart is compiled by the Vacuum Oil Company's Board of Engineers and represents our professional advice on Correct Automobile Lubrication.

AUTOMOBILES	1918		1917		1916		1915		1914	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott	Arc.	Arc.								
Abbott-Detroit			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ “ (8 cyl)					A	A	A	A		
Allen	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	A
Apperson	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (8 cyl)	A	A	A	A	A	A				
Auburn (4 cyl)					A	Arc.	A	Arc.	A	A
“ (6 cyl)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (6-38 & 6-39)			A	Arc.	A	Arc.				
“ (6-39B)(Teetor H)	A	Arc.								
“ (6-39B)(Cont'l)	Arc.	Arc.								
Autocar (2 cyl)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Briscoe	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
“ (8 cyl)					A	A				
Buick	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Cadillac	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Case	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chalmers	A	A			Arc.	Arc.	Arc.	Arc.	A	A
“ (6-40)					A	Arc.				
“ (6-30)			A	A	A	A				
Chandler Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chevrolet	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
“ (8 cyl)	A	A	A	A						
“ (F A)	A	Arc.								
Cole					Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (8 cyl)	A	A	A	A	A	A	A	A		
Cunningham							Arc.	Arc.	Arc.	Arc.
“ (8 cyl)	A	A	A	A	A	A				
Dart	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	A	A
“ (Mod. C)			A	Arc.	A	Arc.	A	Arc.	A	A
“ (2 & 3½ ton)	A	A								
Detroiter			Arc.	Arc.	Arc.	Arc.	A	Arc.	A	A
Dodge	A	Arc.	A	Arc.	A	Arc.	E	E		
Dort	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
Empire (4 cyl)	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
“ (6 cyl)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.				
Federal	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (Mod. S-X)	A	A	A	A						
“ (Special)	Arc.	Arc.								
Fiat	B	A	B	A	B	A	B	A	B	A
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	A	A	A	A	A	A	A	A	A	A
Grant	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Hal-Twelve			A	A	A	A				
Haynes	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
“ (12 cyl)	A	A	A	A	A	A				
Hollier (6 cyl)	A	Arc.	A	Arc.						
“ (8 cyl)	A	A	A	A	A	A	A	A		
Hudson					Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (Super Six)	A	Arc.	A	Arc.	A	A				
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jackson			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (8 cyl)	A	A	A	A	A	A				
Jordan	Arc.	Arc.	Arc.	Arc.						
Kelly Springfield	A	A	A	A	A	A	A	A	A	A
King							A	Arc.	A	A
“ (8 cyl)	A	A	A	A	A	A	Arc.	Arc.		
“ (Com'l)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Kissel Kar	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
“ “ (Mod. 48)					A	A	A	A	A	A
“ “ (12 cyl)	A	A	A	A						
Lexington			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Liberty (Detroit)	Arc.	Arc.	Arc.	Arc.						
Lippard Stewart	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ “ (Mod. M)			A	Arc.	A	Arc.				
“ “ (Mod. MW)			A	Arc.						
Locomobile	A	E	E	E	E	E	E	E	E	E
McFarlan	A	Arc.	A	Arc.	A	A	A	Arc.	A	A
Madison	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
“ (8 cyl)			A	A	A	A				
Marmon	A	A	A	A	A	A	A	Arc.	A	Arc.
Maxwell	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	A	A	A	A	A	A	Arc.	A	Arc.
“ (22-70)							Arc.	Arc.		
Mitchell	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
“ (8 cyl)					A	A				
Moline-Knight	B	A	A	A	A	A	A	A	A	A
National	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	A	A
“ (12 cyl)	A	A	A	A	A	A				
Oakland	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (8 cyl)					A	A				
Oldsmobile	A	A			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (8 cyl)	A	A	A	A	A	A				
Overland			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Owen Magnetic	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
“ “ (Mod. M25)	Arc.	Arc.	Arc.	Arc.						
Packard							A	Arc.	A	Arc.
“ (12 cyl)	A	A	A	A	A	A				
“ (Com'l)	A	A	A	A	A	A	A	A	Arc.	Arc.
Paige (4 cyl)							A	Arc.	A	A
“ (6 cyl)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
“ (6-36)					A	Arc.	A	Arc.		
“ (6-38-39)			A	Arc.						
“ (6-40)	A	Arc.								
Paterson	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Pathfinder			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (12 cyl)			A	A	A	A				
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (8 cyl)	A	A	A	A	A	A				
Pierce Arrow	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
“ “ (Com'l)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Regal	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (8 cyl)					A	A	Arc.	Arc.		
Renault (French)					A	Arc.	A	Arc.	A	Arc.
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Riker	A	E	E	E						
Saxon	E	E	E	E	E	E	E	E	E	E
Selden			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (¾ ton)			A	Arc.						
Simplex			A	A	A	A	Arc.	Arc.	Arc.	Arc.
Stearns-Knight	B	A	A	A	B	A	B	A	B	A
“ “ (8 cyl)	B	A	A	A	B	A				
Studebaker	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	A	Arc.
Stutz	A	A	A	A	A	A	A	A	A	A
Velie (4 cyl)							A	Arc.	A	Arc.
“ (6 cyl)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (2 & 3½ ton)	Arc.	Arc.								
“ (¾ ton)	A	Arc.								
Westcott	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
“ (16 valve)	A	A	A	A						
Willys-Knight	B	A	A	A	B	A	B	A	A	A
Willys Six			Arc.	Arc.						
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

Electric Vehicles:—For motor bearings and enclosed chains use Gargoyle Mobiloil "A" the year 'round. For open chains and differential use Gargoyle Mobiloil "C" the year 'round. ***Exception:***—For *winter lubrication* of pleasure cars use Gargoyle Mobiloil "Arctic" for worm drive and Gargoyle Mobiloil "A" for bevel gear drive.



When he was 11 years of age, W. L. Douglas was again "bound out" under an agreement whereby he was to receive $5.00 a month in wages besides his board and clothes. As a matter of fact, he received only $10.00 for three years' work, as the agreement was verbal, and not considered binding. W. L. Douglas acquired the habit of saving early in life. He is shown above depositing all of his first month's earnings in the bank. Today Mr. Douglas is President of the Peoples Savings Bank, Brockton, Mass.

Copyright, W. L. Douglas Shoe Co.

W. L. DOUGLAS

"THE SHOE THAT HOLDS ITS SHAPE"

$3 $3.50 $4 $4.50 $5 $6 $7 & $8

W. L. Douglas name and the retail price is stamped on the bottom of every pair of shoes before they leave the factory. The value is guaranteed and the wearer protected against high prices for inferior shoes. You can save money by wearing W. L. Douglas shoes. The best known shoes in the world

The quality of W. L. Douglas product is guaranteed by more than 40 years experience in making fine shoes. The smart styles are the leaders in the fashion centres of America. They are made in a well-equipped factory at Brockton, Mass., by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

BOYS SHOES
Best in the World
$3 $2.50 $2

The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York. They are always worth the price paid for them.

CAUTION—Before you buy be sure W. L. Douglas name and the retail price is stamped on the bottom and the inside top facing. This is your only protection against high prices for inferior shoes. BEWARE OF FRAUD.

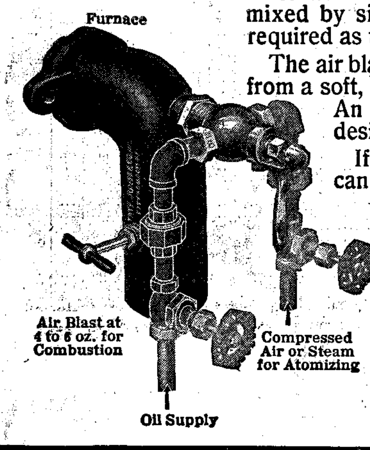
Sold by over 9000 shoe dealers and 105 W. L. Douglas stores. If not convenient to call at W. L. Douglas store, ask your local dealer for them. Take no other make. Write for booklet, showing how to order shoes by mail, postage free.

W. L. Douglas
President
W. L. DOUGLAS SHOE CO.
161 Spark St., Brockton, Mass.

A Highly Successful Burner For Heat Treating Furnaces

To burn oil successfully, there must be an intimate mixing of the oil and air. This is best accomplished by atomization. If the burner is properly constructed, atomization will be perfect, thus causing complete combustion. This result is accomplished with the No. 3

Tate-Jones Oil Burner


Furnace
Air Blast at 4 to 6 oz. for Combustion
Compressed Air or Steam for Atomizing
Oil Supply

illustrated. The air for atomization and the oil are intimately mixed by simply turning the handle. No adjustments are required as they are made at the factory prior to shipment.

The air blast can be regulated to vary the nature of the fire from a soft, non-oxidizing flame to a hot concentrated fire. An oxidizing, reducing or neutral atmosphere, as desired, may be maintained in the furnace.

If you want greatly increased burner efficiency, you can get it with these Tate-Jones Oil Burners.

We also manufacture oil burners for use under steam boilers—equally as efficient as these Number Threes.

Write for Bulletin No. 158 which gives full information on this subject. You should at least have it on file.

Tate-Jones & Co., Inc., Pittsburgh, Pa.
Furnace Engineers **Established 1898**
50 Church St., New York City; 621 Washington Blvd., Chicago, Ill.; First Bridgeport Natl. Bank Bldg., Bridgeport, Conn.; 16 California St., San Francisco, Cal.

post in the War-Office will be filled by General Radcliffe.

April 21.—According to Field-Marshal Haig's report, in sharp fighting near Robecq the British cleared the Germans from advanced positions taken by the enemy in the drive up the Lys valley. The German losses in the recent fighting are reported to have been far beyond any previously suffered in this war.

The British night report states that the enemy troops were ejected from advanced posts in the neighborhood of Robecq, but apart from artillery action on both sides on different sectors the day was comparatively quiet. An attempt by the enemy to advance northeast of Ypres was stopt by British artillery. Hostile artillery was reported active on La Bassée Canal.

The French official report states that there was no infantry action during the day, but both artilleries were active on the Somme, the Avre, and the Oise, as well as on the right bank of the Meuse. North of Seicheprey the French line was entirely reestablished. The enemy again bombarded Reims. North of Reims a German raid was repulsed.

The German day report notes a lively duel between the Avre and the Oise, and violent artillery engagements near La Bassée, Lens, and Albert.

April 22.—London reports that the fighting in France and Flanders during the past twenty-four hours has been little more than a series of skirmishes and bombardments.

The official British report states that hostile raids attempted south of the Somme in the neighborhood of Hamel and south of La Bassée Canal opposite Cambrin were repulsed. The enemy succeeds in capturing an advanced post northwest of Festubert, which had changed hands several times. The British lines are slightly advanced in the Robecq, Villers-Bretonneux, and Albert sectors, and sixty-eight prisoners captured. Prisoners and machine guns were taken in raids north and south of Lens. The enemy's shelling is reported to be directed principally against British positions astride the Somme and Ancre Rivers in the Lens sector and in the neighborhood of Festubert and Nieppe Forest.

The French official report states that German raids east of the Avre in the region of Thennes, and east of Reims, were repulsed. There was pronounced artillery activity in the region of Montdidier and Noyon.

The Germans report the capture north of Albert of 88 British prisoners, including two officers, 22 mine-throwers, and a few machine guns. Attempts of the Allies to advance across La Bassée Canal northwest of Béthune are reported to have been checked. Prisoners are reported taken during a reconnoitering advance southwest of Altkirch.

April 23.—London reports a comparative lull in the battle in France and Flanders. The British gain some ground. Hungarian troops in large numbers are reported passing through Liége and massing in Belgium. The Germans claim a superiority of forty divisions over the the Allies (640,000 men). Many of these fresh units have been brought from the Russian front.

The official British report states that successful minor operations were carried through east of Robecq, ground being gained and 120 prisoners and a number of machine guns taken. The British position was also improved near Méteren, prisoners and four machine guns being taken. The enemy started a gas-shell bombardment early in the morning in the Villers-Bretonneux sector. Operations carried out during the night north of Albert resulted in an improved position, sixty prisoners being taken. Raiding parties entered the enemy trenches near Fampoux. Hostile artillery was reported active during the day and night on the greater part of the British front from south of Nieppe to east of Ypres.

The French report spirited artillery engagements on the Somme front and east of Reims. Germans in unsuccessful raids between Lassigny and Noyon and in the Vosges leave prisoners in the hands of the French. Great artillery activity is reported on both sides in the region of Hangard-en-Santerre and in the sector west of Noyon. There was no infantry action.

The German report states that the fighting activity was limited. Attempts of the Allies to regain ground at Aveluy Wood and to capture the railway north of Arras are reported to have been repulsed with heavy loss in casualties and prisoners.

AMERICA AT THE FRONT

April 19.—A dispatch from the Headquarters of the American Army in France states that American and French troops raid the German line on the Meuse, but find only the bodies of several of the enemy who were caught in the wire during the American barrage.

April 21.—A dispatch from London states that in sharp fighting in the American sector northwest of Toul the Germans, employing picked troops, penetrated as far as Seicheprey, a mile and a quarter behind the front. They were driven out by a counter-attack of the Americans with no gain. Berlin admits this, but claims to have taken 183 prisoners, including 5 officers, and captured 25 machine guns, "returning to their lines of departure." A dispatch from General Pershing to Washington shows that the engagement was the most serious in which the American troops have been active. The American loss is placed at more than 200, and the German report that 183 prisoners were taken is not denied. The enemy loss is estimated at from 300 to 500. The Americans were armed with short shotguns, which sprayed buckshot over the advancing troops, seriously breaking down the German morale.

April 22.—A delayed dispatch from the Headquarters of the American Army in France states that two low-flying German airplanes were brought down by American machine-gunners during the German attack northwest of Toul, on April 20.

April 23.—A Paris dispatch states that Col. R. C. Bolling, who disappeared on March 25, was shot and killed while driving his own car on a tour of inspection for the aviation service in the line of duty.

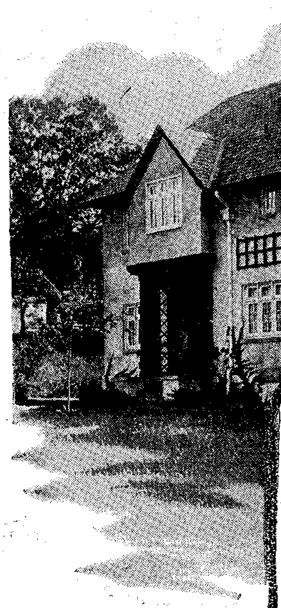
Washington reports the American casualty list in France up to date as follows: Total, 3,923; killed in action, 513; died of wounds, 104; died of disease, 924; died from accident, 192; from other causes, 93; severely wounded, 419; slightly wounded, 1,592; missing, 86.

THE CENTRAL POWERS

April 17.—A Paris dispatch states that nine women and two men were killed by a shell from the German long-range gun on April 16.

April 18.—Dispatches received in Washington from Switzerland state that marked discontent rules in Vienna. The Czechs, Jugo-Slavs, and Poles demand the reorganization of Austria-Hungary in fiery speeches in Parliament, many openly favoring the Entente and condemning the Germans. A Paris dispatch states that the appointment of Baron Burian as Foreign Minister of Austria in place of Count Czernin is regarded as the final act completing German domination of Austria and a triumph for the Kaiser.

A dispatch from Amsterdam states that



Who Lives Here?

Residence at Greenacres, Hartsdale, N.Y. Mann & McNeille, Architects.

THE man who was wise enough to build a home not only comfortable, durable, and sanitary—but safe—everlastingly safe from the fire peril. He *built throughout* of Natco Hollow Tile.

Be wise *in time*. Don't find out—when it is too late. When you buy or build—insist on Natco Hollow Tile.

Natco is the material that made the skyscraper possible. Do your children deserve less safety than you get in your own office?

Natco is the modern way of building—for beauty, comfort and everlasting *safety*.

The cost is more than that of criminally dangerous wood construction, but Natco pays for itself in a few years on lower maintenance cost, lower coal bills—and it pays for itself a hundred times a day—in safety.

Cooler in summer—warmer in winter—damp proof, vermin proof, trouble proof—solid, permanent, and everlastingly *safe*. That's why Natco is covering the country. That's why it is the only building material worthy of going into your home.

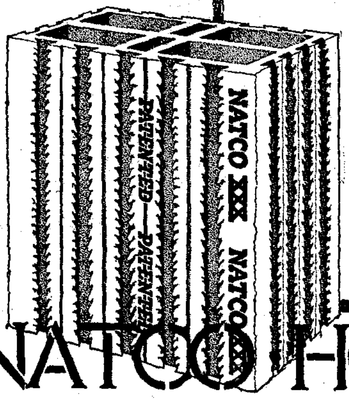
Don't make a mistake on this. It may mean saving life. Be wise in time. So many have found out—too late.

Made from clay—baked by fire—it cannot be destroyed by fire.

Send today for the interesting 32-page free book "Fireproof Houses." It contains photographs and details of many beautiful Natco residences planned by leading architects. And remember—it may save your life and the lives of those you love.

NATIONAL FIRE·PROOFING ·COMPANY·

732 Federal Street Pittsburgh, Pa.



NATCO HOLLOW·TILE

KEEP ONE FOR YOUR ENLISTED BOY

A SERVICE RECORD FOR THE BOY, THE HOME FOLKS & THE GENERATIONS To COME

SERVICE RECORD

A VALUABLE RECORD

Handsomely printed in colors on Japanese Parchment. Space for Photo and Snapshots, with Record of Enlistment and Training, Active Service, Skirmishes and Engagements, Battles, Promotions and Awards, Reminiscences.

Every Father and Mother Should Own One

Price 50c. Postage 5c extra.

Beautiful Edition in Leather, $2.00

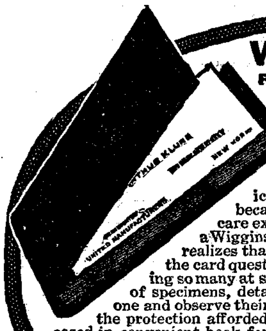
THE PILGRIM PRESS

14 Beacon St., Boston, Mass. 19 W. Jackson St., Chicago, Ill.

ADDISON'S ESSAYS

Selected. With Portrait. Cloth, 75 cents.

FUNK & WAGNALLS COMPANY, NEW YORK



WIGGINS PEERLESS PATENT BOOK FORM CARDS

are used by many of America's largest card users because of the skill and care exercised in engraving a Wiggins plate. This clientele realizes that there is far more to the card question than merely buying so many at so much. Ask for tab of specimens, detach the cards one by one and observe their clean-cut edges and the protection afforded by their being encased in convenient book form style.

Engravers The John B. Wiggins Company
Plate Makers Established 1857
Die Embossers 1104 So. Wabash Ave., CHICAGO

Why Soldiers Call the Parker "The Pocket Level Pen"

BECAUSE it does not interfere with buttoning the pocket flap. The new Parker Patent Clip, held in place under the cap like a washer, holds *the entire pen at pocket level*—no protruding cap or bulging pocket.

PARKER LUCKY CURVE
SAFETY-SEALED
FOUNTAIN PEN

The *Self-Filling PARKER* is the pen for the man who goes across. **Injury to the self-filling mechanism does not put the PARKER out of commission as with other fountain pens; it automatically changes from a self-filler to a non-self-filler without interruption of service.**

There are no holes in the wall through which ink can get out.

See nearest dealer or write for catalog.

PARKER PEN CO., 60 Mill St., Janesville, Wis.
New York Retail Store, Woolworth Building

PARKER INK TABLETS for soldiers' use in place of fluid ink. Drop ink tablet in water—dissolves immediately into fluid ink. Box of 36 tablets—10 cents.

A HOME NIGHT

AN EASY CHAIR

A GOOD BOOK

AND A BOTTLE OF

CLYSMIC

OF COURSE

KING OF TABLE WATERS

another mutiny has broken out at Beverlo Camp in Belgium among German troops when ordered to the British front in France. A number of the mutineers were shot, but the resistance continues.

April 19.—Paris reports that after a silence of more than forty-eight hours the bombardment by the German long-distance gun is resumed.

April 21.—Paris reports that the bombardment by the German long-range gun continues. Since March 23, with figures for two days missing, it is reported that 118 persons have been killed and 230 injured.

April 23.—The British Foreign Office questions the report that Germany has sent a time-limit ultimatum to Holland demanding, among other things, the right to transport war-materials through Dutch territory.

NAVAL OPERATIONS

April 17.—The British Admiralty report for the past week of losses to British shipping is as follows: Sunk by mine or submarine: Merchantmen of more than 1,600 tons, 11; less than 1,600 tons, 4; unsuccessfully attacked, 12; fishing-vessels sunk, 1. Arrivals, 2,211; sailings, 2,456.

April 18.—Discussing the submarine warfare before the main committee of the Reichstag, according to a dispatch from Amsterdam, Vice-Admiral von Capelle declares that new German *U*-boat construction exceeds the losses, while the submarine sinkings were sixfold the new British construction in tonnage.

April 19.—An Amsterdam dispatch states that German torpedo craft bombard Allied camps and storage places on the coast between Dunkirk and Nieuport behind the Allied lines in France.

April 20.—Cable messages to the Navy Department at Washington state that the United States steamship *Lake Moor*, 4,500 tons, was sunk by a German *U*-boat at midnight on April 11. The steamship *Florence H.*, 5,500 tons, was blown up in a French port by an internal explosion at midnight on April 17. Five officers and forty men are reported missing from the *Lake Moor*. Thirty-four of a crew of approximately seventy-five on the *Florence H.* were saved. Lieut.-Com. K. J. Powers, of the United States Naval Reserve, who was in command of the *Lake Moor*, four other officers, and twelve enlisted men have been landed at an English port.

April 21.—A delayed dispatch from Tokyo states that negotiations between American Ambassador Morris and the Japanese Government have been concluded and 66 steamers, aggregating 514,000 tons, dead-weight, will be turned over to the United States for use in the war.

April 23.—London reports that in a daring effort to block the channel of the German destroyer and submarine base at Zeebrugge two old cruisers loaded with cement were sunk, the operations being carried on under the concentrated fire of the enemy. The British cruiser *Vindictive* ran the gantlet of mines and submarines and a heavy gun-fire and landed sailors and machine guns, who distracted the attention of the enemy during the operations. The naval forces engaged were accompanied by a force of cruisers. An old British submarine, filled with explosives, was run up alongside the mole and blown up. Two destroyers made their way inside the mole where they blew up the lock-gates. The British losses are reported to have been very heavy during the operations. A similar enterprise at Ostend was not so successful, it is reported. The British blockading ships grounded when near their objective and blew up. The French cooperated in the raids. In announcing the news in the House of Commons Sir Eric Geddes stated that the officer who planned the operation was killed.

THE WAR IN THE AIR

April 20.—The official French report states that on the night of April 18–19, nearly four tons of projectiles were dropt by fifteen French airplanes on the landing-ground at Champien and bivouacs in the region of Ham, Guiscard and Noyon. Thirteen airplanes in two expeditions bombed Roye and Moreuil on the 19th, and during the night of April 19–20 seventy planes successfully bombed the railway-station at St. Quentin and numerous railways in the neighborhood of Jussy. Another group of seven planes bombed the railway-stations at Mont Cornet, Asfeld, and Hirson and resting troops were gunned from a low altitude.

April 21.—The British official communication dealing with aviation states that twelve tons of bombs were dropt on Menincy, Armentières, and the Thourotte Railroad junction. During the last few days six hostile machines were downed and three disabled. Three British machines are missing. Night flying squadrons bombed Bapaume and enemy billets and roads leading to the front. Large fires were caused at Chaulnes, Juniville, and Bethenville. All the British machines returned.

April 22.—A dispatch from the Headquarters of the British Army states that Baron von Richthofen, leader of the German fliers, with eighty air victories to his credit in Berlin, is brought down behind the British lines. He is buried with military honors.

April 23.—Berlin reports thirty Allied airplanes brought down during the last two days on the Western front.

IN THE BALKANS

April 17.—London reports that Greek and British troops have crossed the Struma River on the eastern flank of the Macedonian front and occupied seven towns.

April 22.—Paris dispatches announce increased activity on the Eastern European front. A British detachment penetrates enemy positions south of Doiran, bringing back prisoners, while in the Vetrenik region a Servian detachment captures an important enemy work. An enemy attack on advanced posts in the Italian sector is repulsed.

OPERATIONS IN AMERICA

April 18.—The House votes decisively against $2.50 wheat, defeating the Gore amendment to the Agricultural Appropriation Bill. Closing the discussion, Chairman Lever, of the Committee on Agriculture, declared that the nation had virtually assured the Allies that 1918 wheat would be supplied at $2.20, which constituted a fair price to the producer.

April 19.—Director-General Charles M. Schwab, of the Emergency Fleet Corporation, obtains absolute priority for the shipyards in steel deliveries, and issues instructions for the removal of the entire staff of the Emergency Fleet Corporation from Washington to Philadelphia.

A Minneapolis dispatch states that upon conviction of violations of the Espionage Act, J. O. Bentall, Socialist candidate for Governor, is sentenced to the Federal penitentiary for five years, and James A. Petersen, candidate for the Republican nomination for United States Senator, to four years. Stays were granted upon appeals.

Washington announces that the Bosch Magneto Company, of Plainfield, N. J., and Springfield, Mass., valued at $5,000,000, has been seized by Alien Property Custodian Palmer.

Washington announces that the confiscation of the rest of last year's wheat

GEM DAMASKEENE
7
GEM DAMASKEENE BLADES
QUALITY DE LUXE
GEM DAMASKEENE BLADES

The BLADE ITSELF

7 Blades for 35¢

"SHARP!"

GEM Damaskeene Blades shave clean, quickly, comfortably—the edge is harder, smoother, sharper, more durable—shaves a coarse beard as easily and smoothly as it does a light one—with no after irritation even to the most sensitive skin.

A Blade with a Keen Sense of the Requisites of a Good Shave

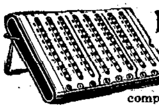
The sealed, waxed-paper wrapped package protects blade—insuring a dust-proof package and rust-free blades, seven blades for 35c. 50c in Canada.

$1.00 New—Special—Compact Khaki Service outfit, includes Gem Damaskeene Razor complete with seven blades and shaving and stropping handles.

$1.50 in Canada

Gem Cutlery Company, Inc., New York
Canadian Branch, 591 St. Catherine St., W., Montreal

GEM
GEM DAMASKEENE RAZOR
BLADES



New Automatic Adder $2.50

Makes adding easy for anyone. It's accurate, quick, durable and easily operated. Capacity 999,999.99. Saves time, brain work, and eliminates errors. Thousands of pleased owners. Guaranteed one year. Delivered, complete, $2.50. Order yours today. Agents wanted.

J. H. BASSETT & CO., Dept. 75, 5921 INDIANA AVENUE, CHICAGO, ILL.

THE RIGHT WORD

English Synonyms, Antonyms and Prepositions, by James C. Fernald, L.H.D., shows how to command it. Contains 8,000 discriminated Synonyms and nearly 4,000 Antonyms. Cloth, 724 pp. $1.50 net; postage, 12c. Funk & Wagnalls Company, 354-60 Fourth Ave., N. Y.

IN THE RIGHT PLACE

The Handy Terminal

Ends all Terminal Troubles

Loose connections—the bugbear of motoring—the cause of 90% of all ignition trouble—are over at last. The Handy Terminal ends them instantly.

25c
In Canada 35c

Grips Like a Vise

Simply can't work loose—the greater the vibration the tighter the jaws grip. The Handy is a cable terminal and spark plug terminal all in one—with no nuts or bolts to work loose. Attached or detached in one second. Two sizes to fit any plug.

At Your Dealer's

THE FRANCIS-RAND CO., Cleveland, O.
Manufacturers of

Handy Products

Other Handy Products

Handy Push Button (Ford type) can also be used on Dodge, Maxwell and Chevrolet **50c**
(In Canada 75c)

Handy Connector (for all connections). Two sizes take the place of 12 others **5c**
(In Canada 10c)

Write for Booklet A of Handy Products

"KNOCK-KNOCK-KNOCK!"
JOHNSON'S
CARBON
REMOVER
FOR
GASOLINE
ENGINES
MOTOR CARS
MOTOR CYCLES
SPARK PLUGS
MARINE ENGINES
MADE AND GUARANTEED
S. C. JOHNSON & SON
RACINE WISCONSIN U.S.A.

Is Your Engine Suffering?

DOES it struggle up the hills, knocking as it goes—is the acceleration poor—do you notice a loss of power—and extravagant use of oil and gas? All these symptoms indicate—not a poor engine—but an engine choked with carbon and unable to work efficiently.

JOHNSON'S CARBON REMOVER

The easiest, cleanest, safest and most satisfactory method of removing carbon deposits is with Johnson's Carbon Remover. It will save you from $3.00 to $5.00 over any other method, without laying up your car. No time or labor required—you can do it yourself in five minutes.

Use It Every 1,000 Miles

The use of Johnson's Carbon Remover every 1,000 miles or oftener will increase the power of your engine, improve acceleration, stop that knock, quiet your motor, save your batteries, reduce your gasoline consumption 12% to 25%.

Johnson's Carbon Remover is perfectly harmless. It contains no acids and does not affect lubrication in any way or interfere with the oil in the crank case. Has no action on any metal.

Insist upon your dealer supplying you. A half-pint is sufficient for cleaning a four cylinder motor twice.

Quarts....$1.75 Pints....$1.00 Half-pints....65c

Write for our booklet on "*Keeping Your Car Young.*"
We will gladly send it free and postpaid.

S. C. JOHNSON & SON, Dept. LD, Racine, Wis.

crop will begin on May 15, for which the Government price of $2.20 a bushel will be paid.

Washington states that the resignation of Assistant Attorney-General Charles Warren, who was accused of laxity in office, has been accepted.

In response to an appeal from General Pershing for more marines in France, the House amends the Naval Appropriation Bill to authorize an increase in the Marine Corps from 30,000 to 75,000 men.

April 20.—The House passes the Naval Appropriation Bill by unanimous vote. The measure carries $1,350,000,000.

As a result of the Government's efforts to protect men in uniform, the conduct of the Philadelphia police department has been taken over by the United States and Lieut.-Col. Charles B. Hatch, of the United States Marine Corps, placed in charge. Superintendent of Police James Robinson has been given a month's vacation, and Captain of Police Mills will act as superintendent in cooperation with Lieut.-Col. Hatch.

President Wilson issues a proclamation classing all women of German birth and all women of Austro-Hungarian nationality as enemy aliens and applying to them the same restrictions and guaranties as are applied to men.

April 22.—Washington announces that Norwegian sailing-vessels with an aggregate tonnage of 400,000 have been chartered by the United States Shipping Board for service in Atlantic and Pacific waters, to release steamships for transatlantic use. A majority of the vessels are now in Atlantic waters.

April 23.—The subscription to the Third Liberty Loan to date is reported to be $1,657,678,000, or about 55 per cent. of the total.

Mrs. Rose Pastor Stokes, a New York Socialist, is indicted by the Federal Grand Jury in Kansas City on three counts, charging violations of the Espionage Act.

THE SITUATION IN RUSSIA

April 19.—A London dispatch states that the Turks in their invasion of former Russian territory are approaching Kars. In capturing the port of Batum, on the Black Sea, the Turks took 150 guns and more than 3,000 prisoners.

April 21.—A dispatch from Moscow states that British and French troops have been landed at Mourmansk on the northern coast of the Kola peninsula in the Arctic Ocean, to reenforce a British marine detachment sent ashore several weeks ago to protect the Mourman coast and railway against attacks by Finnish White Guards. Russian Red Guards are acting with the French and British.

Reuter's Moscow correspondent reports that a wireless dispatch received through Tabriz states that the Armenians have recaptured Van in Turkish Armenia after heavy fighting.

April 22.—A delayed Moscow dispatch states that Odoph Joffe, a Bolshevik Socialist, has been named Russian Ambassador to Germany.

FOREIGN

April 17.—An Amsterdam dispatch states that Baron Burian has been appointed Austro-Hungarian Foreign Minister in succession to Count Czernin. A dispatch from Copenhagen states that Prince von Hohenlohe, Chief of Court to Emperor Charles, has been dismissed and is succeeded by Count Alexander Esterhazy.

April 18.—A London dispatch states that the leaders of the Nationalists in Ireland, including the Redmondites, now led by John Dillon, the Sinn-Feiners, O'Brienites, Laborites, and Clericals are united in their determination to resist conscription.

According to dispatches from Belfast Sir Edward Carson appeals to his friends not to take any action likely to impede victory, even if it entails Home Rule.

Rioting attends the breaking up of an anticonscription meeting in Belfast. Revolvers were used and baton charges were made by the police. The meeting was attended by 15,000 persons.

April 19.—A London dispatch states that Royal assent has been given to the British Man-power Bill.

A dispatch from London states that the following Ministerial changes are announced: Earl of Derby appointed Ambassador Extraordinary to France, with powers similar to those of Lord Reading in America; Viscount Milner succeeds the Earl of Derby as Secretary of War, and J. Austen Chamberlain is appointed to the War Council. It is rumored that Lord Northcliffe intends to resign as Director of Propaganda in Enemy Countries and as the head of the Anglo-American Mission because of the appointment of Chamberlain.

April 22.—In introducing Great Britain's greatest budget, calling for more than $14,000,000,000, in the House of Commons, Chancellor Bonar Law intimates that in the future the United States will undertake to supply the loans to the Allies direct instead of Great Britain borrowing the money from the United States and turning it over to the Allies as heretofore, thereby, as claimed by the Chancellor, inflating accounts and weakening the credit of Great Britain.

A dispatch from El Paso states that a Mexican force of sufficient size to present a menace has been concentrated in the Ojinaga-Juarez sector on the international line. Patrols and outposts on the American side of the border have been reenforced.

Dublin dispatches state that Ireland is preparing for a general strike in a monster protest against conscription.

An official dispatch received in Washington states that Count Czernin is to be appointed Austrian Ambassador to Berlin.

April 23.—Dublin reports that the workless day decided upon as a protest against conscription proceeded according to the plans of the leaders. Stores were closed, traffic was suspended, and newspapers failed to appear. The order of the Labor Convention was, however, completely ignored in Belfast.

DOMESTIC

April 17.—Twenty out of thirty-nine cities in New York State which voted on the prohibition question are reported to have gone "dry."

Director-General McAdoo announces that the $100,000,000 barge canal, recently completed in New York State, will be operated under the National Government under an arrangement with the State authorities.

A dispatch from Santa Fé, N. M., states that 400 convicts in the State penitentiary tar and feather Maj. John M. Birkner, held as a Federal prisoner charged with violating the Espionage Act.

April 21.—A dispatch from Los Angeles, Cal., states that all of Southern California, part of western Arizona and Utah were shaken by an earthquake at 3:32 P.M. All buildings in Hemet and San Jacinto were wrecked and minor property damage was occasioned in practically every city and town. One man was killed and a woman injured.

April 22.—Los Angeles reports that Hemet and San Jacinto are shaken by two more earthquake shocks. Fear is exprest in Los Angeles that several large office-buildings have been thrown out of plumb.

PENNSYLVANIA
Quality
LAWN MOWERS

LAWN mower blades must be sharp *all the time* to cut clean and easily—like razor blades they drag and chop when dull.

Only "PENNSYLVANIA" *Quality* Lawn Mowers use crucible tool steel (oil-hardened and water-tempered) in *all* blades—steel which takes and keeps an edge. Being self-sharpening they are *all* sharp *all* the time.

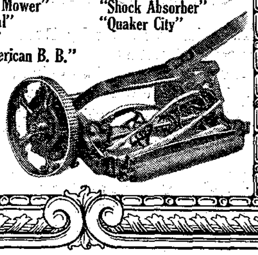
Sold by Hardware Dealers and Seedsmen

FREE—A booklet—"How to Care for the Lawn"—written by an authority, mailed on request.

PENNSYLVANIA LAWN MOWER WORKS
1623 N. Twenty-third St., Philadelphia

This trade-mark is on the handles of

"Pennsylvania"
"Pennsylvania, Jr."
"Pennsylvania Golf"
"Pennsylvania Putting Greens Mower"
"Continental"
"Keystone"
"Great American B. B."
"Red Cloud"
"Bellevue"
"Panama"
"Delta"
"Electra"
"Pennsylvania Pony"
"Pennsylvania Horse"
"Pennsylvania Grand"
"Pennsylvania Trio"
"Shock Absorber"
"Quaker City"



FOR MEN WHO THINK AND ACT
"The Affirmative Intellect," by Chas. Ferguson.
Funk & Wagnalls Company, Publishers, New York.

In National Service
39 Years
Boston Garter

Combines ease, efficiency and long life. The high grade webbing gives a firm, resilient and comfortable hold.

"Bostons" are sold in men's wear shops from coast to coast.

25c 35c 50c

GEORGE FROST CO.
MAKERS, BOSTON

Boston Garter

REAL ESTATE EXCHANGE BUILDING

$850,000
First Mortgage
6% Serial Bonds

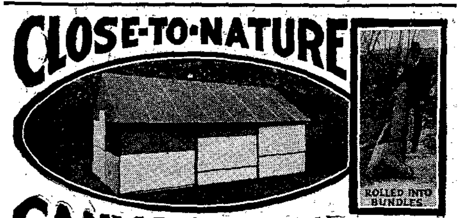
Bonds in denominations of $100 to $5000. Write for booklet, "A Buyer's Guide to Good Investments."

Federal
Bond & Mortgage Co.
Harry W. Ford, Pres.
90D Griswold Street Detroit
(86)

6% NET

For 36 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of $200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 77. $25 Certificates of Deposit also for saving investors.

PERKINS & CO. Lawrence, Kans.



CLOSE-TO-NATURE
CANVAS HOUSES

A FRESH AIR RETREAT on your LAWN and a LUXURY in the CAMP. DESIGNED especially for SLEEPING and LIVING in the OPEN AIR. As OPEN to the AIR as an UMBRELLA but INSTANTLY closed WEATHER TIGHT or just partly. LETS the AIR IN but KEEPS the INSECTS OUT. Easily ERECTED or quickly COLLAPSED and rolled into BUNDLES without the REMOVAL of a BOLT or the USE of a TOOL. Why swelter under HOT ROOFS when the CLOSE-TO-NATURE houses are as COOL as the ATMOSPHERE. Eight sizes to meet all requirements. Send for illustrated catalog.

CLOSE-TO-NATURE COMPANY
330 FRONT ST. COLFAX, IOWA.

Salary-Raising Books For
STENOGRAPHERS

THESE four volumes by ROBERT F. ROSE, the famous shorthand expert and teacher, offer instruction of priceless value to every stenographer. They will open the way for YOU to a high-salaried position by giving you the special training that is necessary. There is no greater shorthand authority than MR. ROSE, Director of the Rose Expert Shorthand System. He knows from thirty years' experience all the phases and requirements of special shorthand work. He gives you the benefit of his thorough knowledge in these books:

HOW TO CONSTRUCT SHORTHAND PHRASES

A volume of word-signs, phrasing principles and phrase rules that will give far greater speed to every stenographer. The phrase-forming in this book goes far beyond that of ordinary systems, and gives the speed necessary in expert work. Includes special sections on *correspondence work, legal terms, court reporting phrases*, etc., etc., with copious illustrations.

HOW TO BECOME A PRIVATE SECRETARY

The qualities that are essential to success in this work, and how they may be acquired, are explained in this book. It contains examples of all phases of the work, illustrated by shorthand notes. Gives forms for business and diplomatic correspondence, facts about Government service, congressional work, etc.

HOW TO BECOME AN EXPERT COURT REPORTER

Gives thorough training in all phases of court work, *including* Interstate Commerce Commission *proceedings*, Deposition work, etc. Fully illustrated with samples. Special phrases which are needed peculiarly by the court reporter and which make possible the greatest speed are listed for practise, and a wealth of invaluable information on the subject is given.

HOW TO DO LAW OFFICE STENOGRAPHY

Explains fully the stenographer's work in a law office. Shows forms of the common law pleadings of Assumpsit, Covenant, Debt, Detinue, Trespass on the Case, Certiorari, Ejectment, Garnishment, Habeas Corpus, Mandamus, Quo Warranto, etc. Also all the pleadings in an equity proceeding from its inception to the final brief in *the highest reviewing court, including the proper forms* and shorthand notes for complaint, answer_affidavits, etc.

Large volumes, handsomely printed and bound. Price, $2.50 per volume, postpaid. Satisfaction guaranteed or money returned.

FUNK & WAGNALLS COMPANY, Dept. 176, NEW YORK

INVESTMENTS - AND - FINANCE

GERMANY'S HUGE ECONOMIC TASK DURING THE WAR AND AFTER IT —HER PRESENT GILDED AGE

WILLIAM C. DREHER, an American, born in the South and educated in the South and in German universities, was for many years an Associated Press correspondent in Berlin, and was serving there when the war began. He did not leave the country until last year, after the United States declared war on Germany. Quite recently Mr. Dreher has contributed to the New York *Tribune* a series of notable articles on economic conditions in Germany, based on knowledge acquired during his long residence in Berlin, supplemented by later information acquired from German newspapers and other sources. In one of his articles he points out what has not been commonly understood in this country, that shortly after the war began —that is, after the dislocation of all her war-plans, as a consequence of her defeat on the Marne—Germany had before her an economic task such as no other country was compelled to perform. Her whole economic system "had to be mobilized for war-work. The war for her became a war of industries and machinery, and economic Germany had to readjust herself accordingly." Arms and ammunition had to be manufactured on an unheard-of scale, and all the accessories of war "had to be turned out in quantities that no imagination had yet pictured."

When writers have said that Germany had prepared for the war, that everything was in readiness before the Kaiser gave the order for his legions to march, they have overlooked the fact that readiness must be measured "not by what the German militarists thought would be necessary," but according to the standard fixt afterward by the war as a world-war. The Germans had made preparations for such a war as they expected, and that was a short war, but they realized only after the battle of the Marne that they were "confronted with a problem that made a mockery of all their fine preparations." The fact was that their dogs of war "had flushed bigger game than specifications called for and they were wofully unprepared for such a war as this."

Mr. Dreher declares that the Germans had shot away all their ready stock of shells and other ammunition before the war was a half-year old. Thus they had to resort to new ammunition, manufactured after the war began. Factories of many kinds had at once to be put to work upon war-requisites, such as automobiles, chemicals, locomotives, tent-cloth, and a thousand and one other things. Within two or three months the transformation of factories from peace work to the production of arms, munitions, and war-requisites of all sorts had been undertaken on a large scale, and thus matters went on until August, 1916, when a new chapter in the transformation was opened with the appointment of Hindenburg as chief of the General Staff. Hindenburg "became the supreme war-lord *de facto*, the Kaiser remaining only the nominal possessor of that title." And one of the first things that he did was to announce a so-called "Hindenburg program," which meant doubling of the output of arms and ammunition, with a corresponding increase in all accessories necessary on the two fronts. This policy led to "a tremendous speeding up and extension of the industrial machinery of war," until it became evident that practically all industries "would have to be dealt with as units and put into the service of the military power." To put an industry upon a war-footing meant, as Mr. Dreher explains it, just this:

"To ascertain how many establishments in it were necessary for producing the goods indispensably needed by the civil population; then to shut down or divert to war-production all the others. In carrying out this program it became necessary, in the case of not a few industries, to bring all producers into one great organization, in which the Government—or in straight English, the military power—was the presiding genius.

"The prototype of such a '*Zwangs-Zyndikat*,' or compulsory trust, was already in existence. Several years before the war the Reichstag had passed a law virtually compelling the potash companies to come together in an iron-bound trust with the Prussian Government as principal member. The latter state had also arrogated to itself a predominant position in the great coal trust, after practically forcing the operating companies to keep up an organization that was threatened else with extinction. Thus the strait-jacketing of industries was not wholly an innovation; the war only hurried forward the process on a grander scale.

"The transformation of industries from peace work to the production of war-necessities made giant strides after the 'Hindenburg program' was taken up. At this moment there are linen factories in Germany working on purely military goods. Breweries, piano factories, and concerns formerly turning out other musical instruments are doing the same; even department stores are big army contractors. In short, the tentacles of the great war-octopus have extended out in every direction and are sucking infernal energy from industrial establishments of the most multifarious character.

"The sheer volume of war-business carried out by German industries can hardly be imagined; but I want to make a comparison here that will vaguely suggest to the reader something of its dimensions. I want him to recall what happened here in our American industries and on the New York Stock Exchange within the first year of the war. England, France, and Russia were not able to manufacture all the arms, munitions, and other war-requisites that they needed, and hence a part of their orders were sent here. But certainly by far the greater part of their wants were supplied by their own manufacturers.

"Now, what was the effect upon our industrial life of these fractional orders from the Entente? Many companies were overwhelmed with work. They sent out their agents all over the country to bring in additional labor by offering unusually high wages, and there are country districts to-day where it is practically impossible to hire a cook or other servant, so clean a sweep did the munitions-factories make of labor. Many mills greatly extended their capacity; not a few new concerns were organized to run on war-orders. The profits of these companies were immense, and the Stock Exchange and the unorganized street market went wild speculating in so-called 'war-babies.' Sudden fortunes were made in large numbers, both by stock-speculators and by the manufacturers themselves. We had a war-boom.

"All this happened as the effect of

It Prints Labels

The Multigraph prints labels for every sort of container, receptacle, box, barrel, bag, bottle, can, jar, jug or wrapper that ever needs a label.

It prints labels for bolts, nuts, screws, tacks, brads, nails, and spikes; for spark plugs, door knobs, keys, padlocks; for hardware and cutlery items of every description. *It prints labels* for canned corn, peas, tomatoes, peaches, pears, plums—labels for jams, jellies, syrups, oils, catsup, vinegar, chili sauce, and any other food that's put up in cans, boxes or bottles. *It prints labels* for corsets, shoes, stockings, collars, ties, handkerchiefs, gloves, laces, and a thousand other different articles of dry goods and general merchandise.

It prints labels of every shape and every color—prints them in two or three colors or prints them in only one. *It prints labels* of every size from the smallest made to one that's seventeen inches long. It prints the entire label complete, or merely imprints on a label already lithographed the special sizes or special lots or special dealers' names or special instructions or special formulas that have to be put on.

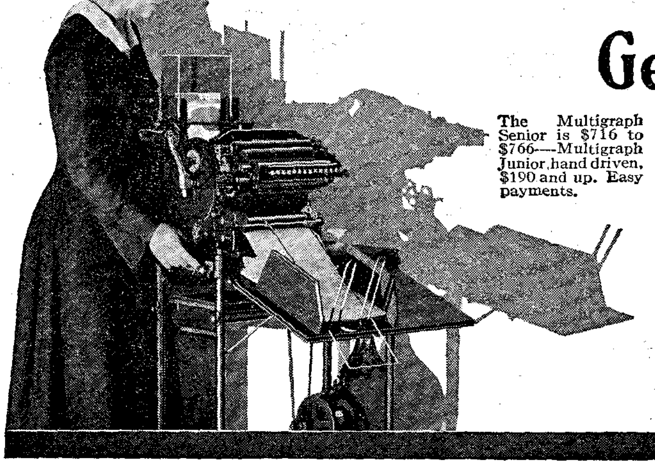
It prints labels without delay, without red tape, gives them to you *while you wait*—gives them to you when you *want* them, not week after next—gives them to you in many cases in less time than it would take to get an estimate from an outside shop—gives them to you at a fraction of the cost of labels printed in the usual way.

And it not only *prints labels,* but it also prints circulars and folders and mailing cards and enclosures and price lists and bulletins and house organs and even small catalogs. It prints letters and letterheads, envelopes and order blanks. It prints office forms of every kind, factory forms, cost cards, work sheets, report blanks, factory rules and instructions and special information, and every other sort of factory or office printed matter you can think of.

If you haven't got a Multigraph saving time for you now, saving profits for you now, *then it's high time that you did.* If you realized *half* its value, you'd have had one *long ago.* Clip the coupon below and send it in and we'll tell you what other business men have done and how they did it.

You Can't Buy a Multigraph Unless You Need It

Get a MULTIGRAPH



The Multigraph Senior is $716 to $766—Multigraph Junior, hand driven, $190 and up. Easy payments.

THE MULTIGRAPH
1811 E. 40th St., Cleveland, Ohio

Tell me what other business men in my line have accomplished with the Multigraph.

Our line is____________________

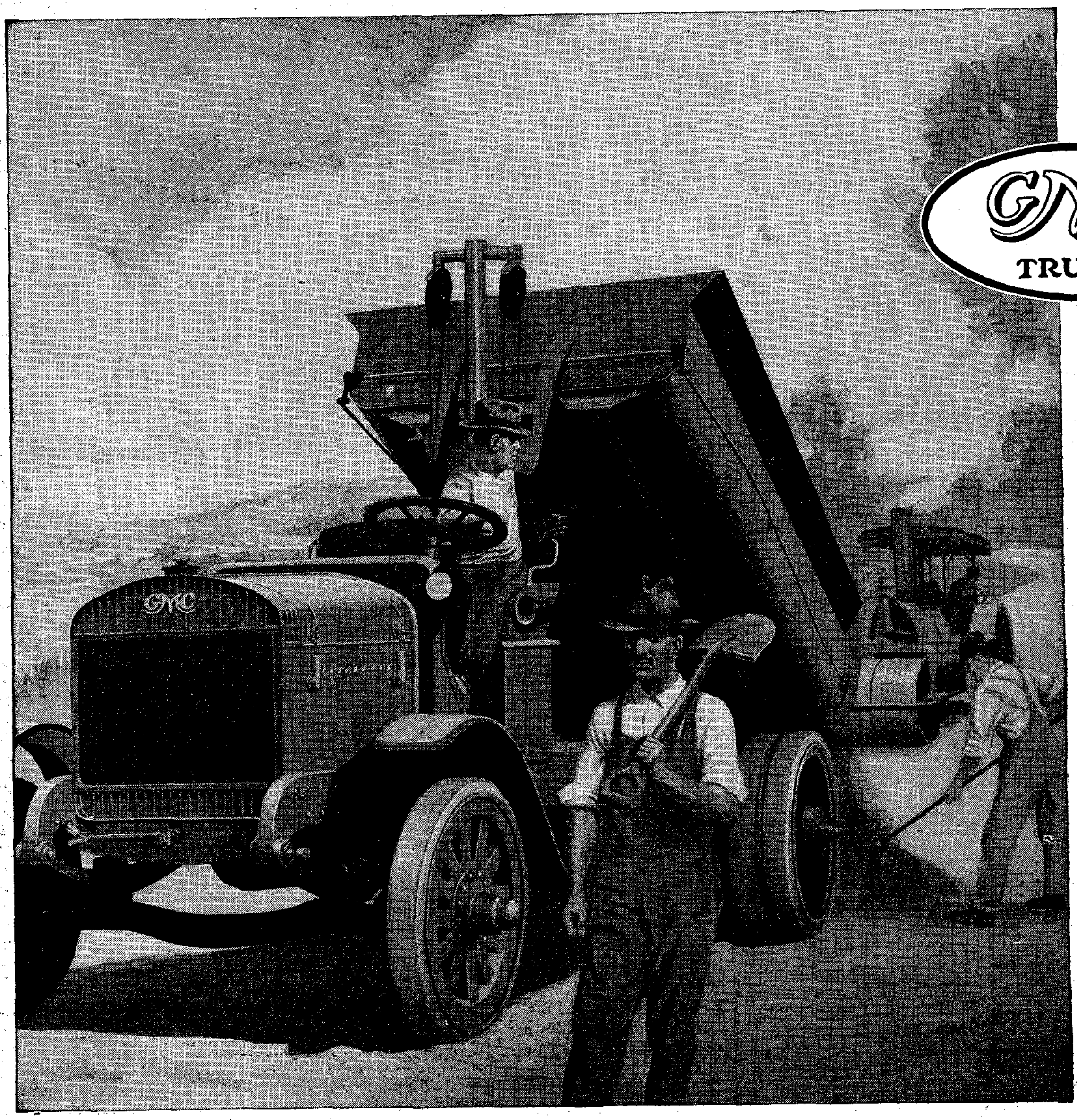
Name____________________

Official Position____________________

Firm____________________

Street Address____________________

Town____________________ State____________________



GMC
TRUCKS

GMC Trucks are built in all practical sizes, ¾-ton to 5-ton capacity—six sizes in all. Each size better suited than any of the rest for a particular class of work.

Good Roads Mean Good Things for All—

The transportation problem has assumed the proportions of a national issue. And as transportation attracts wide-spread attention good roads are revealed more clearly in their true relation to the public.

Good roads mean good things for all, for the breaking of blockades which tie up merchandise must be effected by means of the cross-country highway. The motor truck is to bring the relief so urgently needed.

And here is where motor trucks—GMC Trucks—must play their part. Motor trucks must bear a double responsibility; hauling merchandise over existing highways, and hauling materials for extending the hard road mileage of the country.

In lieu of gondola cars for highway and street building materials, GMC Trucks are hauling crushed stone, gravel, sand, concrete, asphalt, and other road-making materials.

In lieu of freight cars for merchandise, GMC Trucks are threading the country roads, carrying the things every family needs with a dispatch and fitness born of the pressure of the times.

So it is fortunate that GMC engineers anticipated the extension of haulage to a wider radius and long ago built to meet the anticipated demand for endurance and power.

GMC oversize and overstrength are the factors which guarantee that both the power and the strength of GMC Trucks will meet the severest demands of hard usage. Every GMC Truck is road tested.

Let your next truck be a GMC

GENERAL MOTORS TRUCK CO

One of the units of the General Motors Corporation

PONTIAC, MICH.

New York Philadelphia Boston Chicago
St. Louis San Francisco
Distributors Most Everywhere (336)

orders representing a rather limited proportion of the war-requirements of England, France, and Russia. Now, in view of this fact, what must have been the effect in Germany of military orders sufficient to meet its own requirements, besides most of those of Bulgaria and Turkey? Germany had to create and line up at the two fronts artillery, machine guns, and rifles, besides ammunition for all these, in sufficient quantities to confront the combined product of England, France, the United States, and a part of Russia's. Viewed in that light, it can easily be imagined that German industries must have been compelled to turn out a perfectly prodigious volume of death-dealing wares.

"Not only are the great companies that handle army contracts earning immense profits, but the labor that they employ is earning much higher wages than ever before. The advance in wages has been very marked. Transportation and express employees at Berlin, for example, are now earning $18 a week, as against $6 before the war. There are, however, large classes of the people whose earnings have by no means kept pace with the general rise in prices. This is the case with persons employed upon fixt salary—those holding clerical positions in private and even government undertakings, teachers and others not doing manual labor. But whoever has brawn instead of brain for sale is master of the situation; his wages are far above the peace level.

"The plethora of depreciated money easily earned tends to create a reckless scale of expenditure. Articles of luxury are demanded on a scale not known even in peace times. Never, says one writer, have such high prices been paid as now for jewelry, pictures, and art objects. The prices of all such things not being controlled by the authorities have advanced out of proportion to other goods."

In conditions such as these the German people "have been earning more money, such as it is, than before the war, an inference sufficiently supported by the Prussian income-tax returns, which showed that the volume of taxable incomes for 1915 fell off by 5 per cent., but that the 1916 total registered a gain of 12 per cent. over 1915, and the 1917 figures a further gain of 17 per cent. over those of 1916. While these figures appear remarkable they are so on the surface only, because "an enormous volume of depreciated paper money always creates for a time the appearance of great prosperity." High earnings for both capitalist and laborer, "accompanied by great activity of the printing-presses of the Reichsbank," brought a heyday of specious prosperity to German banks. Never had their coffers been so bulging with cash. Banks of all classes reported a plethora of money without precedent. Figures compiled in part by the *Frankfurter Zeitung* show that the aggregate deposits of all classes in German banks are now at least $14,575,000,000, or a gain of about $6,000,000,000 over the period just before the war. The post-office banking system had a turnover in 1917 of $28,250,000,000, a gain of not less than 53 per cent. over 1916. Clearing houses had a turnover of $9,112,000,000, or almost 49 per cent. more than in the previous year. The clearing-house of the Berlin Bourse did a business of $19,280,000,000, or nearly twice as much as in the year 1915.

The "Hindenburg program" thus introduced a new era of inflated values, gave a renewed impulse to speculation, and so led, as Mr. Dreher expresses it, to a gilded age, the gilt being printed upon the notes of the Reichsbank, and still more glaringly upon the notes of the so-called *Darlehenskassen*, or loan-banks. The total note issues of the Reichsbank itself at the end of February had reached $2,693,000,000, largely through discount operations in Imperial Treasury bills. The Reichsbank discounted about $1,000,000,000 more of these bills in 1917 than in 1916, as is reflected in total discounts of $3,100,000,000, which was about $2,380,000,000 more than at the same date in 1915. Besides the circulation of the Reichsbank the issues of the *Darlehenskassen* amounted on March 7 to $1,900,000,000, which gives a total of $4,593,000,000 paper money in circulation. By comparing that sum with the $472,700,000 notes that the Reichsbank had outstanding in July, 1914, one gets "a good measure of the road that Germany has traveled over in the direction of irredeemable paper money." It shows that for every dollar of paper circulating just before the war the circulation now carries $9.73 in paper. In Mr. Dreher's article, it should be understood, money conversions are made at the normal peace rate of 23.8 cents for the mark. He says further as to paper money in Germany:

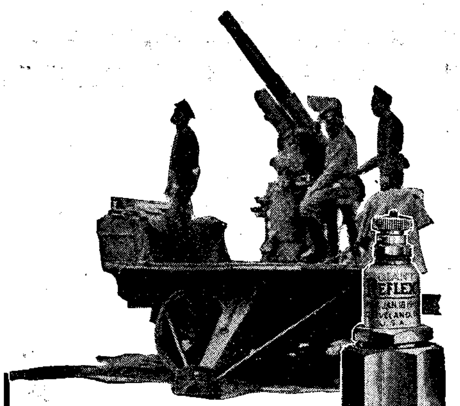
"To see on what thin ice Germany is skating, let us compare this huge volume of paper money with the gold stock of the Reichsbank. The whole volume of paper money must be taken, inasmuch as the Reichsbank is responsible for the operations of the *Darlehenskassen*, which are carried on as mere annexes to it. Against the total of notes above mentioned of $4,593,000,000 the Reichsbank held at the end of February only $573,000,000 in gold. In other words, if the Reichsbank were called upon to redeem these notes in gold it would pay slightly less than 12½ cents on the dollar.

"And the ominous thing for Germany is that this process has by no means run its course as yet. It has gone from bad to worse, with the worst still to come. The note circulation of the Reichsbank alone increased since a year ago by $762,000,000, while that of the *Darlehenskassen* has been expanded by more than $500,000,000 since the end of last October. On the other hand, the gold stock of the Reichsbank is moving in the opposite direction; it is now nearly $30,000,000 less than a year ago.

"It would not be possible to establish any trustworthy standard by which to measure the depreciation of German paper money. The ratings of its value vary greatly in the small neutral countries adjacent to Germany; and no uniform valuation can be arrived at by comparing them. A case recently occurred at Berlin, however, which shows what a low valuation some of the criminal classes place upon it.

"About February 20, the Berlin newspapers gave details of what they called 'criminal intrigues to take gold out of the Fatherland.' The War Usury Office, it was explained, had just arrested some forty persons in Berlin who were buying up 20-mark gold pieces at 60 marks and sending them to a frontier town, where they were sold at from 72 to 80 marks. While it would not do to accept these prices as the actual measure of the depreciation, still they can be regarded as expressing a popular feeling that the mark has sunk in value to a very low level, and that it will be years before it recovers its normal value, if ever.

"In view of official statements it would not appear too high an estimate if I assume a monthly expenditure by Germany of $800,000,000 for the entire year. Thus the year's war-expenses would have amounted to $9,600,000,000, which is about $3,500,000,000 more than the amount raised by loans. But a considerably lower estimate may be assumed for 1915 and 1916. I will assume $2,000,000,000 for 1915 and $2,500,000,000 for 1916. There would thus be a total floating debt of $8,000,000,000.



The AIM—
The ACCOMPLISHMENT

Reflex equipment on motor-vehicles doing *responsible* work, everywhere, stands PROOF of the accomplishment of the Reflex makers' aim to produce a plug of consistent performance.

Reflex responsibility.
A REFLEX equipped White Truck—"Somewhere in France"—mounting an Anti-aircraft Gun.

REFLEX SPARK PLUGS
KEEP THE CAR ON THE GO!

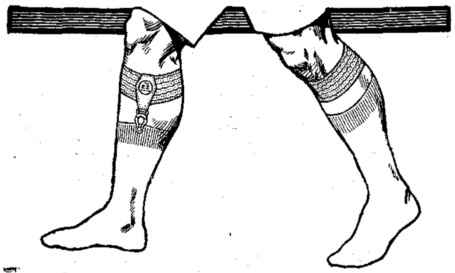
The features—the assembly of Reflex Plugs — the materials that go into their construction—are why these plugs "Keep the car on the Go." Reflex Spark Plugs are giving trouble-proof ignition on truck fleets and cars everywhere.

Aim to get this faultless ignition — whether on your car, truck, boat, or tractor. Get a Reflex from your dealer today—on a money-back guarantee if you wish. Ask for our convenient tool box booklet, "Your Aim," a reference on plug sizes for all cars. Write us, if your dealer is not stocked.

With Reflex Spark Plugs you can assist in the present Economy movement

THE REFLEX IGNITION COMPANY
1702 Payne Ave., Cleveland, Ohio, U. S. A.

Patent Your Ideas!
Books "What to Invent" and "How to Obtain a Patent" sent free. Send rough sketch for free report regarding patentability.
CHANDLEE & CHANDLEE, 439 7th St., Washington, D. C.



Only WEARERS Know This Comfort

Try a pair yourself. See how lightly the patented *Wide Webbing* rests on muscles and veins. Men who wear them once, say they'll never want any other.

E.Z. GARTER
"THE ONE THAT WON'T BIND"

50c for silk finish, 25c for lisle. Also the ***E. Z. 2-Grip,*** 60c and 40c, and the ***E. Z. D-Luxe,*** $1. If not at dealer's, send his name, and price, to The Thos. P. Taylor Co., Dept. L, Bridgeport, Conn.

Dealers: Ask your jobber, or order sample dozens from us, without obligation.

Buy Your LIBERTY BOND Today.

So fresh they'll almost bend double
NEW KIND OF HAVANA
Roberts

TRY THEM FREE

Send no money. Try my cigars without risking a penny. Ever smoke a mild Havana cigar only a few days old, containing all the original flavor and aroma of the leaf? If not, you have a new kind of smoke treat in waiting for you.

Roberts cigars are not months old when you buy them and they have not lost the original sweetness and flavor of the tobacco leaf. They have not been kept in a humidor for months or moistened with water. They are fresh from the tables.

SEND NO MONEY Let me send you fifty Roberts Perfectos direct from Tampa, the largest Havana cigar manufacturing city in the world, where I have the same Havana tobacco, cigar makers and climate as Cuba. I ship them the same day they're made. Smoke ten, then if you are not fully satisfied send the rest back and you owe nothing, or, if you keep them, send only $5.50. Under my direct selling plan you get a 15c Havana—absolutely fresh—for only 11c. Over 30,000 customers regularly smoke my fresh Havanas. Send no money. Just write on letterhead or enclose business card. Send today.

J. W. ROBERTS & SON
231 Roberts Street Tampa, Fla.
Roberts Fresh Havana Cigars are *not* sold in cigar stores.

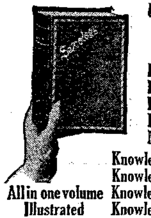
SEXOLOGY

by William H. Walling, A. M., M. D.
imparts in a clear wholesome way, in one volume:

Knowledge a Young Man Should Have.
Knowledge a Young Husband Should Have.
Knowledge a Father Should Have.
Knowledge a Father Should Impart to His Son.
Medical Knowledge a Husband Should Have.
Knowledge a Young Woman Should Have.
Knowledge a Young Wife Should Have.
Knowledge a Mother Should Have.
Knowledge a Mother Should Impart to Her Daughter.
Medical Knowledge a Wife Should Have.

All in one volume
Illustrated
$2.00 postpaid

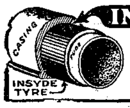
Write for "Other People's Opinions" and Table of Contents.
PURITAN PUB. CO., 783 PERRY BUILDING, PHILA., PA.



SHORTHAND IN 30 DAYS

Boyd Syllabic System—written with only nine characters. No "positions"—no "ruled lines"—no "shading"—no "word-signs"—no "cold notes." Speedy, practical system that can be learned in 30 days of home study, utilizing spare time. For full descriptive matter, free, address

Chicago Correspondence Schools, 930 Unity Bldg. Chicago, Ill.



INSYDE TYRES Inner Armor

for Auto Tires. Double mileage, prevent blowouts and punctures. Easily applied in any tire. Used over and over in several tires. *Thousands sold. Details free. Agents wanted.*

American Accessories Co., Dept. 316 Cincinnati, O.

"There's something about it you'll like"
On Sale Everywhere
TRADE MARK

Herbert Tareyton London Smoking Mixture

Sample upon request
Falk Tobacco Co. 56 West 45th St. New York.

"From estimates of the national debt made at Munich and from Count Rödern's latest statement of the monthly cost of the war it may be safely assumed that the German debt will amount by the end of April to $30,000,000,000. That would be nearly 40 per cent. of the national wealth of Germany, as estimated by Dr. Helfferich a year before the war. The debt bears an alarming proportion to the national wealth; it will take Germany far more than a century to pay it off.

"The success of the German loans has by no means been left to the play of natural financial forces. The capital market has been carefully protected against general demands. In this way it has come to pass that Germans have almost no other way to invest their money than in the war-loans."

Mr. Dreher then takes up the problem of bearing the burden. He believes that the interest charges by the end of April this year will have reached $1,450,000,000 a year, rather more than less. Dr. Helfferich has estimated something like $1,900,000,000 to $2,000,000,000 as the amount which before the war represented the annual savings of the people, or what they had left over for investments of all kinds. Of that sum they put about $720,000,000 in 1912 into stock-exchange securities of all classes, which was "less than half of the present interest on the national debt." The rest went into other securities, building operations, investments abroad, and miscellaneous channels. These figures give a result that is ominous for the German people, showing, as it does, a debt cost already of from 72 to 76 per cent. of their savings in a year of great prosperity. By the end of this year, however, if the war still goes on and the monthly rate of war-expenditure remains at the $893,000,000 recently admitted by Count Rödern—"the annual interest charge will rise to 90 or 95 per cent. of their savings in 1912." Mr. Dreher continues:

"This fact is already looming large in the minds of German financial authorities. But the interest charge will not represent the only financial burden laid upon the German people by their military lords. There will be a huge pension appropriation every year for many years to come. At this time the number of soldiers killed in battle or lost through wounds or disease must exceed 1,250,000, and may even reach 1,500,000; and doubtless an equally large number have been either wholly or partly disabled. The widows and children of deceased officers and men might easily exceed 3,000,000. Thus the rôle of pensioners must draw itself out to a stupendous length. And niggardly as is the scale on which Germany pays pensions, especially to the disabled common soldier and his dependents, the total outgo in pensions must reach, as some good German authorities estimate, as much as $700,000,000 a year. But that is not all. Provision will have to be made for the gradual extinguishment of the huge national debt. Financial writers generally assume that the amortization must reach at least $600,000,000 a year. Now, if these German assumptions be correct, what do they mean? They mean that the German people will have to meet annually an outgo of $2,750,000,000, or some $750,000,000 to $850,000,000 more than their aggregate savings in 1912. And almost the whole of that enormous sum represents the heritage left them by this war.

"Borrowing for ordinary military purposes will have to be avoided, unless Germany is determined to continue upon her downward career of military frenzy, in which case the Army and Navy will have to be provided for in the annual budget, and taxes for them will have to be raised accordingly. That will mean—if military expenditure is to be resumed upon merely the scale that Germany had reached just before the war—the addition of about $400,000,000 to the figures already reached above. Thus we would get a grand total of about $3,150,000,000.

"George Bernhard has recently said in a public lecture that the total taxation—national, state, and municipal—will reach $3,100,000,000. But this estimate is too low. Count Preysing said in the Bavarian Reichsrat that the total will reach $4,640,000,000, *or four times as much* as before the war. Thus there is high official authority for saying that Imperial expenditure after the war will be from $1,230,000,000 to $1,330,000,000 greater every year than the aggregate savings of the people before the war. And all this is just a snap-shot taken of this growing snowball of debt as it rolls past us at this moment. But it is rolling on, its volume increases daily, there is no end in sight.

"The desperate position of Germany's finances has a peculiar significance at this moment in view of the present Hindenburg offensive. Considering all the circumstances, there is ample warrant for concluding that it was undertaken as a last forlorn hope for forcing a termination of the war; and that the stimulus driving the Germans to it was just the financial plight described in this article—this and the pinch of hunger.

"Hindenburg might have 'played safe' by holding his lines and letting our side attack him. But he knew, and all Germany knew, that they could not hold out to the end of such a defensive method of warfare; it might well last two years more, whereas hunger was pinching everywhere, and the national debt was assuming absolutely crushing proportions. Hence one more desperate dash for the goal. The talk of their military men about being able to fight on indefinitely is a sheer absurdity, just as is the boasting of the German financial press about 'the indestructible financial power of the German people.' On the contrary, the end of their financial resources is in sight, and the fatal day can not be long postponed.

"This huge German debt, it may be remarked finally, has a cheering side for all of us who are fighting Germany. The burden of debt that will weigh upon the German people after the war will prove the most potent peace stimulus with them that could possibly be applied. Already German writers are saying that Germany can not return to the old competition of armaments if it would; that it is a sheer impossibility to continue army and naval expenditures even on the scale maintained before this war, let alone the new and immensely larger scale demonstrated in the campaigns of the past four years to be necessary in any competition that aims to meet the new conditions. The great war-debt will work for peace; but it will also work for something else. It will force the German people to brace up politically. They are already thinking. They are putting their probes into such questions as these: Why has all the world risen against them? Why does all the world hate the German military machine? Why have the German military leaders had the power to take in hand completely the destinies of the German people? Can not the German people be masters of their own destinies?"

BUILDING AT LOW RECORDS EVERYWHERE

While more seasonable weather in March for building, as compared with January and February, led to slight gains, *Bradstreet's* finds no improvement as regards comparisons of March with corresponding months in earlier years. Indeed, the decrease of 55 per cent. shown in March this year from March last year "exceeds the losses shown in January and February, and just equals the decrease in

DU PONT AMERICAN INDUSTRIES

DU PONT

CHEMICAL PRODUCTS
For Factory and Laboratory

Du Pont chemicals and chemical products are known Nation-wide for their dependability. The first essential in chemical manufacture is to understand the uses to which a chemical is to be put. The next step is to produce the best possible chemical for the purpose. On this concrete formula rests the success of the du Pont Line.

DU PONT

Mark X before subject that interests you and Mail This Coupon to

E. I DU PONT DE NEMOURS & CO.
Advertising Division
Wilmington LD Delaware

- Acetic Ether
- Amyl Acetate
- Aniline Oil
- Bronzing Liquids
- Collodion
- Dark Creosote
- Dead Oil
- Dimethyaniline
- Dinitrophenol
- Ether, U. S. P.—1900 and Anesthesia
- Ethyl Acetate
- Flotation Oils
- Iso Amyl Acetate C. P.
- Iso Amyl Alcohol C. P.
- Wood and Metal Lacquers
- Leather Renovators
- Leather Substitute Solutions
- Mantle Dips
- Napthalene
- Nitre Cake
- Nitrobenzol
- Parlodion
- Patent and Split Leather Solutions
- Pegamoid Aluminum Paint
- Pitch
- PONTAR—A Road Making Material
- PONTOKLENE—For Cleaning Autos
- PY-RA-LIN Enamels for Wood and Metal
- Refined Aceton Oil
- Refined Creosote
- Refined Fusel Oil
- Salicylic Acid
- Shingle Oil
- Waterproof Cement
- Wood Preservatives

Name........................
Address........................
City........................
State........................
Name of your concern........
....
Business........................

We Aim to Serve

our customers intelligently by thoroughly understanding their needs. For this purpose we maintain a staff of experts who are at the disposal of our trade, present or prospective, in solving any problems connected with the use of our materials.

We Maintain Quality

by expert supervision, complete laboratory control over factory operations, perfection in technical skill, the best in raw materials, and ample factory facilities.

The amalgamation of du Pont and Harrison interests enables us to assure maximum satisfaction, both in product and service, to those manufacturers and other users of chemicals whose requirements are dependability, responsibility, and adequate supply.

We Invite Correspondence

from manufacturers, engineers and those requiring chemicals and mixtures for specific purposes. Check the coupon and mail it. We will be glad to send full information.

Du Pont Chemical Works
Harrison Works

Owned and operated by
E. I. du Pont de Nemours & Co.

THE DU PONT AMERICAN INDUSTRIES ARE:

E. I. du Pont de Nemours & Co., Wilmington, Delaware ..Explosives
Du Pont Fabrikoid Co., Wilmington, Delaware ....Leather Substitutes
Du Pont Chemical Works..........Pyroxylin and Coal Tar Chemicals
Equitable Building, New York
The Arlington Works ....Ivory Py-ra-lin and Cleanable Collars
725 Broadway, New York
Harrison Works, Philadelphia, Pa., Paints, Pigments, Acids & Chemicals
Du Pont Dye Works, Wilmington, Delaware.....Dyes and Dye Bases

H

Mark X before subject that interests you and Mail This Coupon to

E. I. DU PONT DE NEMOURS & CO.
Advertising Division
Wilmington LD Delaware

ACIDS

- Acetic
- Aqua Fortis
- Dipping
- Electrolyte
- Lactic 22% Dark, 22% and 44% Light
- Lactic, U. S. P. 9th decennial Edition
- Muriatic
- Nitric
- Oil of Vitriol
- Oleum
- Sulphuric

ALUMS

- Crystal Potash, U. S. P.
- Crystal Ammonia, U. S. P.
- Filter (22% Al_2O_3) (For use in any make of Mechanical Filter.)
- Pearl
- Pickle
- Porous
- Sizing—For Paper Makers
- Sulphate of Alumina (In all the commercial grades and strengths.)

PIGMENTS

- White Lead (Dry and in Oil)
- Red Lead (84% Pb_3O_4, also 94% U.S. Gov't Standard)
- Litharge
- Barium Chloride
- Blanc Fixe
- Hydrate of Alumina
- Flake White
- Lithopone (BECKTON WHITE)
- Rubber Makers White, Chemical Dry and Pulp Colors

MISCELLANEOUS CHEMICALS

- Barium Nitrate
- Bichromate of Soda
- Distilled Water
- Nitrite of Soda
- Salt Cake
- Strontium Nitrate
- Strontium Carbonate

Name........................
Address........................
City........................
State........................
Name of your concern........
....
Business........................

DU PONT

"Say it with Flowers"
Whose Birthday is in
"Say it with Flowers"

Don't Forget Your Best Friend on
Mothers' Day

On Sunday, May 12, send Mother **Roses.** There are many inexpensive varieties to choose from. For those who wish to spend a little more, we suggest the queen of all flowers —
American Beauties — with long stems.
Spring Flowers in Baskets or Growing Plants are ideal for brightening Mother's favorite room.
Wear flowers yourself on Mothers' Day.

"Say it with Flowers"
A beautiful sixteen-page booklet on the etiquette, use and care of flowers, sent free on request.

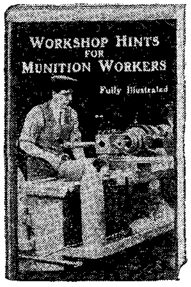
SOCIETY OF AMERICAN FLORISTS AND ORNAMENTAL HORTICULTURISTS
51 West 28th St., New York City
Flowers may be sent anywhere in the U. S. or Canada through the Florists' Telegraph Delivery

"Successful Teaching" 14 phases of *successful* teaching in the light of the helpful experiences of as many teachers—given in 14 *"Prize Essays."* $1 postpaid from **FUNK & WAGNALLS COMPANY,** New York.

A NATION WITHOUT A COUNTRY

yet prominent in all countries; homeless, yet making its home with the best the world over; persecuted, yet endowed with unquenchable vitality; dominating the world's trade; in the van of art, music, literature, and science—such is the Jewish race as portrayed by John Foster Fraser in his wonderfully interesting book, **The Conquering Jew,** an impartial and in many ways startling study of this remarkable people. Read it and learn what the author thinks of the future of the Jew. Crown 8vo, Cloth, 304 pp. $1.50; by mail, $1.62.

Funk & Wagnalls Company, 354-360 Fourth Avenue, New York



If you are now employed in a munition manufactory or contemplate seeking such employment, here is just the book that will make the rough places smooth for you and save you a number of the discomforts that usually fall to the beginner. It was written by an expert and tells you all about

Degrees of Finish and Accuracy
The Various Tools Likely to be Used
The Lathe and Its Equipment
Drills and Reamers
Gear- and Screw-Cutting
Forging, Tempering, and Welding
Making Shells and Fuses, etc.

12mo, Cloth, with 200 illustrations, 75 cents, by mail 85 cents

FUNK & WAGNALLS COMPANY
354 Fourth Avenue, New York

Turning the Spotlight on Prussian Politics

The Princess Catherine Radziwill, author of "Memories of Forty Years," "Sovereigns and Statesmen of Europe," etc., etc., has now given the world a unique account of Prussian underground diplomacy under the title

"GERMANY UNDER THREE EMPERORS"

This book makes public for the first time much new and interesting material regarding the secret ambitions of the rulers of Germany and the far-reaching intrigues of their famous minister, Prince Bismarck, in the bid for empire.

Facts from Official Sources
Records of private conversations with statesmen in various court circles, letters from highly placed dignitaries in Germany and elsewhere, governmental dispatches, and other unusual means of information have been utilized, together with a vast number of incidents stored in a particularly retentive memory, to paint this remarkable picture of backstairs politics and autocratic methods of achieving a place in the sun.

Exceptional Opportunities
for obtaining information have come to the author and she has profited by them to the reader's great advantage. She shows us the seed of militarism planted, watered, growing up into a mighty tree that threatens to overshadow the world. The part played by each of the three Emperors and the Chancellor is told in a series of illuminating chapters that lay bare the story of the Prussian dream of world dominion.

The Famous Ems Telegram
by the adroit rearranging of which the Chancellor was able to precipitate the Franco-Prussian war, is given in its original and final form, the many unscrupulous actions of the Prussian military ring from that day to this are exposed, and daylight is let in upon a host of secrets never intended for popular inspection.

The Letter to Count Andrassy
written two days before Bismarck saw Emperor William I. relative to the Austro-German Treaty, in which he affirms that his master *authorized* him to arrange it, with other astonishing statements of a similar character, is given in full for the information of the public.

Royal 8vo, bound in purple cloth with gold lettering, 390 pages, with 8 full-page portraits. $4.00; by mail, $4.17

FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York City

December, which made that month the poorest as regards percentage of which there was record up to that time." The three months' return this year shows a loss of 51 per cent. from 1917. Generally speaking, the first quarter's building was only about half that of any preceding year back to 1909, the first quarter's total being "the smallest of which there is record for over a decade past." The expenditures for March and the three months' period of 1918 *Bradstreet's* finds compare with the same periods of earlier years as follows:

	Cities	*March*	*Three Months*
1918	148	$36,565,279	$91,124,725
1917	148	81,336,583	190,111,538
1916	161	86,308,283	197,844,579
1915	155	75,250,465	166,784,638
1914	155	85,795,424	187,916,992
1913	150	83,388,638	201,688,616
1912	146	79,409,845	179,596,164
1911	141	80,470,184	171,868,315
1910	114	90,485,309	183,597,595
1909	114	86,231,009	193,825,989

It appears also from this compilation that the summary by groups of cities for March "reveals decreases in every group and in Canada." In percentages and values the decreases are seen to be heaviest in New England and smallest in the far West. Five groups reported decreases in values in excess of 50 per cent. Of 148 cities reported, only forty showed gains over a year ago. Another list of "decreases and increases shows how wide-spread the decreasing tendency is among the larger cities," as follows:

	Decreases		
New York	65	Toledo	86
Boston	73	Chicago	78
Buffalo	16	Milwaukee	47
Philadelphia	-67	Minneapolis	16
Pittsburg	32	Kansas City, Mo.	84
Akron	81	St. Louis	61
Cincinnati	83	Los Angeles	39
Detroit	77	San Francisco	62
Indianapolis	70	Baltimore	83
	Increases		
Newark, N. J.	48	New Orleans	61
Cleveland	37	Washington	20
Atlanta	7	Seattle	60

Detailed returns for individual cities for March, this year and last, are also given:

	No. Permits		*Values*	*Values*
New England	*1918*	*1917*	*1918*	*1917*
Boston	269	465	$601,636	$2,288,823
Bridgeport	88	154	199,547	650,676
Brockton	15	43	7,765	46,280
Burlington, Vt	3	18	1,700	148,400
Cambridge	30	60	260,325	398,523
Chelsea	4	3	15,800	11,900
Everett	16	19	15,145	16,990
Fitchburg	12	17	16,280	145,235
Hartford	72	143	136,677	985,695
Haverhill	3	1	1,800	6,000
Holyoke	7	9	11,665	31,300
Lowell	35	123	261,370	335,235
Manchester	45	83	18,525	60,846
Medford	21	41	29,560	104,080
New Bedford	18	26	39,350	31,825
New Haven	81	129	58,645	215,096
Newton	14	31	25,005	248,540
Portland, Me	21	25	116,190	47,030
Quincy, Mass	56	68	70,470	119,222
Salem	16	19	8,722	28,915
Somerville	12	37	9,400	108,365
Springfield, Mass	87	139	221,679	739,362
Worcester	91	148	60,341	624,761
Middle—				
Albany	155	151	91,965	116,070
Allentown	25	36	154,285	166,830
Atlantic City	94	113	63,832	327,937
Auburn	18	22	18,160	46,054
Binghamton	96	118	42,063	117,347
Buffalo	286	341	524,000	624,000
East Orange	46	52	226,655	199,464
Elizabeth	19	39	181,833	191,630
Erie	114	142	155,444	322,189
Harrisburg	18	43	488,545	183,210
Lancaster	24	20	27,100	27,605
Newark, N. J	167	255	799,731	540,042
New Brunswick	18	25	21,975	155,165
New York City—				
Manhattan*	17	36	545,700	5,206,500
Manhattan†	248	331	828,270	1,212,255
Brooklyn*	97	184	1,310,480	3,770,700
Brooklyn†	651	873	447,612	461,462
Queens*	280	456	1,061,810	1,776,815
Queens†	87	247	97,950	94,585
Total	1,380	2,127	$4,291,822	$12,522,317

---

* New work. † Alterations.

Niagara Falls	32	38	$92,347	$72,633
Philadelphia	491	717	1,130,785	3,486,625
Pittsburg	322	436	815,072	1,214,521
Rochester	133	256	177,200	653,396
Schenectady	43	61	58,365	64,493

	No.Permits		Values	Values
Middle—	*1918*	*1917*	*1918*	*1917*
Scranton	16	40	$14,775	$171,323
Syracuse	120	200	122,870	290,640
Troy	12	61	15,000	49,835
Utica	21	35	37,750	114,120
Wilkes-Barre	78	98	46,880	72,042
Williamsport	15	7	15,350	8,685
Wilmington	80	79	137,625	715,236
Yonkers	21	28	113,200	86,400
York	52	55	50,620	99,619
Western—				
Akron	258	527	332,160	1,756,140
Bay City	28	38	19,375	24,500
Canton	128	141	270,575	400,875
Cincinnati	108	275	165,800	992,190
Cleveland	1,016	1,341	2,709,055	1,973,030
Columbus	236	293	378,810	571,245
Dayton	86	140	166,285	132,570
Detroit	516	1,093	1,100,830	4,946,235
Evansville	109	96	52,107	80,945
Fort Wayne	24	93	62,971	639,615
Grand Rapids	61	218	74,345	336,575
Indianapolis	462	603	334,719	1,086,558
Lima	57	38	125,675	72,400
Louisville	164	171	255,025	230,690
Saginaw	12	23	28,965	137,363
South Bend	54	127	29,467	121,288
Springfield, O	27	38	35,045	80,295
Terre Haute	81	77	105,025	64,906
Toledo	156	382	155,539	1,149,269
Youngstown	179	148	363,385	323,475
Zanesville	5	10	3,550	3,143
Northwestern—				
Cedar Rapids	19	31	81,000	375,000
Chicago	280	762	2,529,000	11,519,650
Davenport	94	80	710,556	91,444
Des Moines	78	78	174,170	251,490
Dubuque	12	19	13,300	309,350
Duluth	114	91	271,297	2,088,000
East St. Louis	37	39	119,429	77,150
Fargo	18	20	26,300	36,925
Lincoln	37	66	58,995	144,866
Milwaukee	188	238	620,824	1,185,677
Minneapolis	436	357	588,995	707,020
Omaha	55	115	265,430	365,385
Peoria	36	56	82,975	162,853
Quincy, Ill	1	8	3,000	165,900
St. Paul	85	91	233,287	463,765
Sioux City	39	38	149,650	111,850
Springfield, Ill	56	55	55,810	94,140
Superior	68	32	71,525	188,490
Southwestern—				
Dallas	61	100	161,995	1,002,195
Fort Worth	43	82	280,891	480,520
Galveston	275	111	12,672	11,739
Houston	208	255	176,131	195,166
Kansas City, Kan	32	65	121,125	191,125
Kansas City, Mo	163	446	228,970	1,478,720
Muskogee	2	13	16,000	53,200
Oklahoma	125	134	392,330	354,575
St. Joseph	40	78	224,962	193,109
St. Louis	271	404	372,611	973,707
Topeka	36	43	28,070	61,845
Waco	29	33	97,715	50,180
Wichita	125	93	670,650	618,995
Southern—				
Asheville	26	78	17,000	172,000
Atlanta	240	211	535,080	499,188
Augusta	3	29	4,655	224,750
Baltimore	58	152	140,795	853,045
Charlotte	33	36	90,540	81,291
Chattanooga	156	171	29,702	82,977
Greensboro	7	10	12,050	22,700
Huntington	38	81	66,000	189,500
Jackson	6	12	3,000	7,465
Jacksonville	26	65	129,662	168,304
Knoxville	6	14	28,000	28,500
Macon	85	148	131,652	188,517
Memphis	68	196	130,292	329,150
Miami	55	130	53,250	353,895
Mobile	8	10	25,000	16,865
Nashville	24	32	99,762	73,026
New Orleans	60	124	458,808	284,471
Norfolk	79	59	643,005	147,672
Richmond	80	137	201,350	490,866
Roanoke	28	50	5,690	62,670
Shreveport	63	88	61,259	77,076
Tampa	75	95	29,908	116,245
Washington	381	376	785,865	627,363
Wheeling	67	60	73,282	26,920
Far Western—				
Berkeley	50	92	62,100	84,000
Boise	51	50	12,500	18,920
Butte	35	68	26,729	144,750
Colorado Springs	17	25	11,180	49,875
Denver	225	277	172,650	541,110
Fresno	111	109	456,708	233,772
Longbeach	186	104	266,430	164,740
Los Angeles	552	743	816,949	1,339,960
Oakland	250	288	362,006	540,672
Pasadena	66	110	34,383	164,829
Phœnix	52	32	94,784	137,795
Portland, Ore	456	332	341,890	262,200
Pueblo	36	55	18,206	55,365
Sacramento	64	95	87,559	132,032
San Diego	135	135	182,406	109,585
San Francisco	380	597	758,086	2,040,727
San Jose	31	24	38,995	24,665
Seattle	954	755	934,155	583,795
Spokane	115	123	62,662	131,235
Stockton	56	75	120,910	116,062
Tacoma	192	139	237,165	176,173

ANTHRACITE SHIPMENTS AT A NEW HIGH RECORD

It appears from figures printed recently in *The Wall Street Journal* that the production of anthracite coal in March this year was the greatest in the history of the industry. Shipments reached 7,276,777 tons, or 287,702 tons more than for the same month last year. For the twelve months ended with March the increase was 14 per cent. and had taken place in spite of shortages in labor. The March output was 1,464,695 tons greater than that of February, 1918. The Lehigh Valley road showed remarkable loadings. It was the leading anthracite carrier for March as well as for the three months of 1918. Comparison of its tonnage with that of the two other big anthracite carriers for the two periods mentioned is made by the writer as follows:

	March		*Three Months*	
	1918	*1917*	*1918*	*1917*
Lehigh Valley	1,355,933	1,234,871	3,383,681	3,130,405
Reading	1,339,051	1,374,051	3,379,179	3,490,923
Lackawanna	1,155,586	1,162,230	3,181,113	3,063,711

Lehigh Valley increased its tonnage in March over that of March, 1917, by about 10 per cent., while Reading and Lackawanna shipped slightly less. For the three months the Lehigh Valley increased its tonnage 8 per cent. and the Lackawanna 3.8 per cent., while Reading's tonnage decreased 3.2 per cent. For the twelve months ended March 31, which is known in the trade as "the coal year," total shipments by all roads were 77,752,315 tons, an increase of 9,975,726, or more than 14 per cent. over the preceding coal year. Shipments by individual railroad companies for March and the coal year are compared in the same paper in tons with those for preceding periods as follows:

	1918	*1917*	*Changes*
Phila. & Reading	1,339,051	1,374,051	Dec. 35,060
Lehigh Valley	1,355,933	1,234,871	Inc. 121,062
Cent. R. R. of N. J.	777,642	785,209	Dec 7,567
Del., Lack. & W.	1,155,587	1,162,230	Dec. 6,643
Del. & Hudson	861,253	728,857	Inc. 132,396
Pennsylvania	519,806	527,704	Dec. 7,898
Erie	864,968	792,453	Inc. 72,515
Ont. & West	199,680	185,496	Inc. 14,284
Leh. & New Eng	356,888	323,157	Inc. 33,731
*Deduction	*154,031	*114,953	......
Total	7,276,777	6,989,075	Inc. 287,702

At the same time, shipments by all the companies for twelve months, with the increases as compared with the previous year, in tons, were as follows:

12 Mos. to Mar. 31	*1918*	*1917*	*Increase*
Phila. & Reading	14,798,496	12,915,229	1,883,267
Lehigh Valley	14,221,783	12,169,141	2,052,642
Cent. R. R. N. J	8,376,398	7,270,945	1,105,453
Del., Lack. & W	12,528,523	10,938,844	1,589,679
Del. & Hudson	8,754,113	7,347,090	1,407,023
Pennsylvania	5,643,501	5,519,220	124,281
Erie	8,840,579	7,722,506	1,118,073
Ont. & Western	2,065,236	1,925,038	140,198
Leh. & New Eng	4,027,449	2,858,336	1,169,113
*Deduction	1,503,763	*789,760	....
Total	77,752,315	67,776,589	9,975,726

---

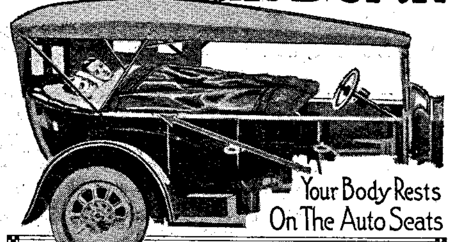
*Deduction: Tonnage reported by both C. R. R. of N. J. and L. & N. E. R. R.

Another table presents shipments by months for the last four coal years ended March 31, as follows:

Months	*1917–18*	*1916–17*	*1915–16*	*1914–15*
April	5,592,299	4,528,784	6,486,201	6,072,164
May	6,917,525	5,547,899	5,797,961	6,281,553
June	7,049,037	5,636,975	5,316,102	6,130,186
July	6,724,252	5,432,878	4,934,205	5,391,857
August	7,013,996	5,531,797	5,330,831	5,483,743
September	6,372,756	5,544,076	5,518,771	6,246,192
October	7,110,950	5,870,204	6,505,892	6,644,476
November	6,545,313	5,992,997	6,297,215	5,928,236
December	5,698,945	5,582,747	5,939,844	5,702,258
January	5,638,383	5,940,725	5,884,350	4,833,599
February	5,812,082	5,178,138	5,696,306	4,275,107
March	7,276,777	6,989,075	6,127,351	4,985,398
Total	77,752,315	67,776,589	69,835,029	67,974,819

Considering that there has been a shortage of about one-seventh in the normal working forces of the anthracite mines, the writer remarks that "these figures testify to the success of the operators' efforts to keep the mines going steadily throughout the country's first year of war." Miners cooperated with the management "to a remarkable degree." In fact, the record production in March "was made possible by the men and boys working steadily through all of Holy Week."

Like a Pullman Berth



A steel frame support arranges both auto seats like a Pullman berth.

Fischer's Auto Bed

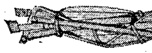
is an indispensable convenience. It gives you a real bed—not a hammock—in your auto. Erected in a few moments. The frame, non-breakable, when not in use folds up 3 inches wide, 8 inches deep and 30 inches long. Can be carried under seat with tools.

Price $17.50

Send for descriptive pamphlet. Dealers, write for introductory offer.

FISCHER AUTO CAMP CO. 5th and University, SEATTLE, WASH.

In the Scenic Pacific Northwest


The bed when folded

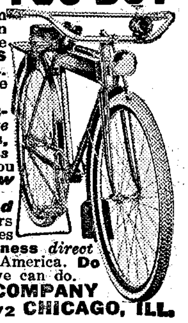
25c to $3.00 At All Dealers

O-Cedar
Polish

Cleans as it polishes and really *polishes* as it cleans, producing a hard, dry, brilliant *LUSTRE that LASTS.*

Channell Chemical Co., Chicago-Toronto-London

TRY BEFORE YOU BUY



Select the bicycle you prefer from the **44 styles** colors and sizes in the famous **"Ranger"** line. We send it on approval and **30 DAYS TRIAL,** *freight paid to your town.* Return it if not pleased and the trial costs you nothing.

Write at once for large illustrated catalog showing *complete line* of bicycles, tires and supplies, and particulars of *most marvelous offer* ever made on a bicycle. You will be astonished at our ***low prices*** and *remarkable terms.*

RIDER AGENTS Wanted—Boys, make money taking orders for Bicycles, ***Tires*** and Sundries from our big catalog. **Do Business** *direct* with the leading bicycle house in America. **Do not buy** until you ***know*** what we can do.

MEAD CYCLE COMPANY Dept. A-172 CHICAGO, ILL.

Hide the Ugly Wires

Picture hanging is a pleasure when you use the world-famous

Moore Push-Pins

Glass Heads, Steel Points.

Moore Push-less Hangers, *the Hanger with a Twist,* for framed pictures, mirrors, etc.

10c At Stationery, Hardware, Drug and Photo Supply stores. In Canada 13c. Samples and Booklet free. Write Dept. 33.

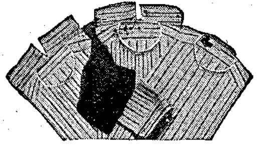
MOORE PUSH-PIN CO., Philadelphia, Pa.

Wonderful Chance

to get your personal goods at wholesale discount, also to build up a fine big steady business and salary as our agent in spare time. Every man buys.

Send 10c for handsome outfit and full instructions

GOODELL & COMPANY
315 Duratex Building
NEW YORK CITY



DURATEX

Shirts, Cravats, Hosiery, Handkerchiefs, Underwear, Pajamas and Nightshirts

Guaranteed 6 mo. or made good

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. H.," Colorado Springs, Colo.—"(1) Is it unlawful for the President to leave the United States during his term of office? (2) Why is New York City called *Gotham?* (3) Why are newspapers called *The Fourth Estate?*"

(1) It is not illegal for the President to leave the United States during his term of office. (2) The original *Gotham* was an old parish and village in Nottinghamshire, England, the inhabitants of which are reputed to have shown their wisdom by playing the fool in order to dissuade King John from passing through their town, and thus save them the expense of maintaining and entertaining him. The city of New York was first called *Gotham* by Washington Irving ("Salmagundi," 1807), in allusion to the pretensions to wisdom of its inhabitants. (3) The newspapers are called the "Fourth Estate" because, as the press, they are recognized as a fourth power in the state. This meaning is one derived from the original use of the term as shown by Fielding in the *Covent Garden Journal*, for June 13, 1752: "None of our political writers . . . take notice of any more than three estates, namely, Kings, Lords, and Commons . . . passing by in silence *that very large and powerful body which form the fourth estate* in the community . . . The Mob." It must be borne in mind that the reference to "mob" here is to that vast multitude of persons who were not permitted to exercise the elective franchise at that time, and whose views were indicated by their actions even as the views of the press are to be derived from the editorial opinions published in the newspapers. Carlyle attributed the origin of the term to Edmund Burke (see "Hero Worship," lect. 5, 1841) and used it himself in his "French Revolution" (I., VI, V: 1837): "A Fourth Estate of Able Editors, springs up." The other three estates are the Lords Spiritual, the Lords Temporal, and the Commons.

"J. McL.," Punxsutawney, Pa.—"Kindly answer the following: (1) When were elevated railroads first put into operation? (2) What benefit are they to the people?"

(1) The first elevated railroad, from Battery Place through Greenwich Street and Ninth Avenue to 30th Street, New York, was opened to travel on July 2, 1867. (2) The two great benefits of the elevated railroads are the time gained by using them, and the relief of the congestion in the surface-cars.

"W. H.," Sheridan, Mont.—"Please define *idiom*, and give one or two examples of French idioms."

An *idiom* is a form of speech characteristic of a writer or a tongue. It is also a use of words peculiar to a language, or a particular meaning derived from words which the words themselves do not convey. *Idioms* are sometimes termed *idiotisms* expecially by the French, who describe them as locutions which can not be translated literally into another language. For example, take the French idiom "*Comment vous portez-vous?*" which, in sense, is the equivalent of the English idiom "How do you do?" These two locutions each mean something different from the ideas which the words express. The first is the equivalent of the French "*Comment va votre santé?*" ("How goes your health?"); the second, "How do you do?" ("*Comment faites-vous faire?*") which the French render "*Comment vous portez-vous?*" would mean if translated literally, "How do you carry yourself?"

"M. S.," Orleans, Neb.—"Can you tell me who was the author of the expression: 'To the victor belong the spoils'?"

According to Benham's "Book of Quotations" (page 458) the slogan, "The spoils to the victors!" was "the watchword of corruption" attributed to Andrew Jackson, but William L. Marcy in a speech addressed to the United States Senate, in January, 1832 (Appleton's "Cyclopedia of American Biography" says 1831), said: "They see nothing wrong in the rule that to the victors belong the spoils of the enemy."

"L. N.," Chicago, Ill.—"(1) In Farrar's 'Life of Christ' (Chap. XVII), I find a reference to Judas Iscariot thus—'Judas, perhaps the *only* Jew in the Apostolic band.' If this is true, what was the religion of the other apostles? (2) How did Shakespeare die? Hawthorne's 'Our Old Home' (Chap. IV) states he tumbled into a ditch returning home from a drinking bout. Is this authentic? (3) The Episcopal churches devote the Good Friday collection-money to negro missions 'in memory of Simon of Cyrene.' Can you tell me where I can find any account of this man (other than the Scriptures), and his connection with negroes? (4) What is meant by 'I, too, have been to Carcassonne'? (5) Who were the 'Tailors of Toodles Street'?"

(1) Dean Farrar, in the passage which you quote, is using the word "Jew" in the restricted sense of "a native of Judæa." The Apostles other than Judas were probably Galileans. (2) "The Dictionary of National Biography," the standard work of reference on such matters, says (Vol. II, p. 382): "According to the testimony of John Ward, the vicar, Shakespeare entertained at New Place his two friends, Michael Drayton and Ben Jonson, in the spring of 1616, 'had a merry meeting,' but 'itt seems drank too hard, for Shakespeare died of a feavour there contracted.' A popular local legend, which was not recorded till 1762, credited Shakespeare with engaging at an earlier date in a prolonged and violent drinking bout at Bidford, a neighboring village, but his achievements as a hard drinker may be dismissed as unproved. The cause of his death is undetermined, but probably a recurrence of illness led him in March to sign the will that had been drafted in the previous January. On Tuesday, April 23, he died at the age of fifty-two." (3) The only account, as far as the LEXICOGRAPHER is aware, of Simon of Cyrene, apart from what is related in the Bible, is that given by Basilides, the great Gnostic leader of the second century. He says that Simon was mistakenly crucified in Christ's stead, Jesus and Simon having exchanged forms, and the former standing by and laughing. His association with negroes is based on the assumption that, as he came from Cyrene, in northern Africa, he was a negro. (4) The reference is to Gustave Nadaud's poem "Carcassonne," which you will find in many anthologies. (5) The "Three Tailors of Tooley Street" were three men who, in 1827, held a meeting in Tooley Street, London, for the redress of popular grievances and addressed a petition to the House of Commons, beginning, "We, the people of England."

"T. E. B.," North Adams, Mass.—"In *The Spectator* (London) for October 9, 1915, p. 468, 3d line from bottom of first column, is the sentence, 'They bury their heads in their blankets and curse at being *woken* so early.' Is there any authority for this form *woken?*"

"Woken" is not a correct form. The proper form is "waked" or "woke."

"M. G. W.," Pewee Valley, Ky.—"(1) I notice that in an account of the recasting of the Liberty Bell, some time prior to 1776, the cost was reckoned in £ s. d. Can you tell me at what time the change was made from English money to the present decimal system in use in the United States, and why it was made? (2) Are the terms *dollar*, *dime*, and *cent* coined? Or, are they derivations, and of what?"

(1) The National Mint of the United States was established in Philadelphia on April 2, 1788. Before that time, from the date of the signing of the Declaration of Independence each State had coined its own money. In 1783 six varieties of the cent were in circulation; in 1794 a silver dollar was coined. See Dr. Comparette's "Catalog of Coins," published by the Government Printing Office at Washington, D. C. Doubtless, the change was made because the decimal system was considered more convenient. (2) *Dollar* is derived from the German *thaler*, an obsolete German coin worth 71 cents. *Dime* is derived, through the French, from the Latin *decimus* ("tenth"), being a tenth part of a dollar. *Cent* is derived from the Latin *centum* ("hundred"), being the hundredth part of a dollar.

Classified Columns

HIGH GRADE AGENTS & SALESMEN

A PARROT with our "Salesman's Talk" could sell "CARBONVOID." We desire distributers for counties and groups of counties. Territory protected. Ten dozen lots, your name on container. Salesmen make nine sales out of ten calls—good profits, $1 sample post paid 60c equals 50 gallons gasoline — eliminates carbon in motors — increases mileage—best selling product today. Every motorist on land or water needs it and has a dollar to pay for it—repeat orders wonderful. 3 years' practical tests all parts of the world. CAR BONVOID is not adulterated gas, moth ball or camphor tablet. "CARBONVOID," Bradley Beach, N. J. Note the name. (Mention this magazine.)

GAMES AND ENTERTAINMENTS

PLAYS, Vaudeville Sketches, Monologues, Dialogues, Speakers, Minstrel Material, Jokes, Recitations, Tableaux, Drills, Musical Pieces, Entertainments for all occasions. Make Up Goods. Large Catalog free.
T. S. DENISON & CO., Dept. 34, Chicago.

ADDING MACHINES

ADDING MACHINE
The Ray Adding and Checking Machine deserves its leadership, being America's standard *popular priced adding machine.* Built like a watch. Guaranteed three years. Portable, adds with speed and accuracy. Used by U. S. Govt., B. & O. Ry., large and small business everywhere. Price only $25. Send no money, but write to-day for 20-day free trial.
THE RAY COMPANY,
Room 2028, Candler Bldg., New York City.

PERSONAL

CASH.—Send by mail or express any discarded jewelry, new or broken, diamonds, watches, old gold, silver or platinum, magneto points, false teeth in any shape. We send cash at once and hold your goods 10 days. *Your goods returned at our expense if our* offer is unsatisfactory. Established 1899.
LIBERTY REFINING CO.,
F 432 Wood Street, Pittsburgh, Pa.

MILITARY WRIST WATCH. High Grade Elgin or Waltham, luminous dial, solid silver case, $15.00. Send *for booklet of similar* values in all military jewelry needs. Don't let him go to war without some remembrance. Largest dealers. Military Watch Company, 1 Sailor Building, Pittsburgh, Pa.

BUSINESS OPPORTUNITIES

BUILD A BUSINESS OF YOUR OWN and escape salaried drudgery for life. Learn the Collection Business. Unlimited field; little competition. Few opportunities so profitable. Send for "Pointers" today.
AMERICAN COLLECTION SERVICE,
56 State Street, Detroit, Mich.

FARM LANDS FOR SALE

MONEY-MAKING FARMS—15 States—$10 an acre up. Stock, tools and crops often included to settle quickly. Write for Big Illustrated Catalogue.
STROUT FARM AGENCY, Dept. 14, New York

A man can gain some new knowledge from the Standard Dictionary every day through his whole life—and then turn it over to his children for ***their benefit.***

Classified Columns

PATENTS AND ATTORNEYS

PATENTS THAT PROTECT. Advice and books free. Highest references. Best results. Send sketch or model for search. Watson E. Coleman, Patent Lawyer, Washington, D. C.

WANTED IDEAS.—Write for list of patent buyers who wish to purchase patents and What to Invent with List Inventions Wanted. $1,000,000 in prizes offered for inventions. Send sketch for free opinion as to patentability. Our four Guide books sent free. Patents advertised Free. We assist inventors to *sell their inventions.* Victor J. Evans & Co., Patent Attys., 759 Ninth, Washington, D. C.

PATENT SENSE—"The book the Inventor keeps." Worth more than all other patent books combined. FREE. Write Lacey & Lacey, 161 Springer Building, Washington, D. C. Est. 1869.

YOUR IDEA WANTED. Patent your invention. I'll help you market it. Send for 4 free books, list of patent buyers, hundreds of ideas wanted, etc. Advice free. Patents advertised free. RICHARD B. OWEN, Patent Lawyer, 45 Owen Bldg., Washington, D. C., *or 2278-V Woolworth Bldg., New York.*

THE ESSENTIALS OF ELOCUTION

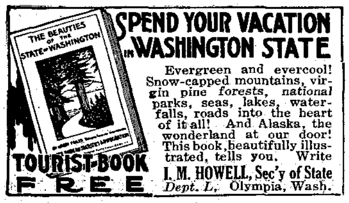
A splendid little book of intimate talks by Alfred Ayres on the practical problems of effective public speaking and reading. 12mo, Cloth, deckle edges, frontispiece. 75 cents; by mail, 83 cents.

FUNK & WAGNALLS COMPANY
354-60 Fourth Ave., New York

TRAVEL

Algonquin Park
Ontario, Canada
for your playground this year. 200 miles north of Toronto—170 miles west of Ottawa. A real vacation in a country of lakes, 2000 feet above the sea. Camping, canoeing and fishing. Live in tent, log cabin or hotel. Ask for free literature.
J. D. McDonald, 112 W. Adams St., Chicago
F. P. Dwyer, 1270 Broadway, New York
W. R. Eastman, 294 Wash'n St., Boston
A. B. Chown, 506 Park Bldg., Pitts.

GRAND TRUNK RAILWAY SYSTEM



THE BEAUTIES OF THE STATE OF WASHINGTON

SPEND YOUR VACATION IN WASHINGTON STATE
Evergreen and evercool! Snow-capped mountains, virgin pine *forests, national* parks, seas, lakes, waterfalls, roads into the heart of it all! And Alaska, the wonderland at our door! This book, beautifully illustrated, tells you. Write
I. M. HOWELL, Sec'y of State
Dept. L, Olympia, Wash.
TOURIST-BOOK FREE